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Rules and Regulations

Title 14—AERONAUTICS AND SPACE

Chapter III—Federal Aviation Agency

SUBCHAPTER E—AIR NAVIGATION REGULATIONS

[Reg. Docket No. 1359; Amdt. 287]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

The amendments to standard instrument approach procedures contained herein are being adopted to become effective when indicated in order to promote safety. The revised procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the revised procedures specify the complete procedure and indicate the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice, procedure and effective date provisions of section 4 of the Administrative Procedure Act would be contrary to the public interest and is therefore not required.

Pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 609 is amended as follows:

1. The low or medium frequency range procedures prescribed in § 609.100(a) are amended to read in part:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	

PROCEDURE CANCELLED, EFFECTIVE SEPTEMBER 29, 1962.

City, Houlton; State, Maine; Airport Name, Municipal; Elev., 493'; Fac. Class., BMRLZ; Ident., HUL; Procedure No. 1, Amdt. 7; Eff. Date, 19 Oct. 57; Sup. Amdt. No. 6; Dated, 3 July 57

ODI-VOR	LE-LFR	Direct	2700	T-d	*400-1	*400-1	#400-1
Blackriver Int**	LE-LFR (Final)	Direct	1800	T-n	*400-1½	*400-1½	#400-1½
				C-d	600-1	600-1	600-1½
				C-n	600-2	600-2	600-2
				S-d-13	400-1½	400-1½	400-1½
				S-n-13	400-2	400-2	400-2
				A-dn	800-2	800-2	800-2

Procedure turn W side NW crs, 301° Outbnd, 121° Inbnd, 2700' within 10 miles.

Minimum altitude over facility on final approach crs, 1800'.

Crs and distance, facility to airport, 142°-4.3 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles after passing LFR, make immediate right climbing turn, climb to 2700' and return to LE-LFR and hold on NW crs within 10 miles.

CAUTION: 950' MSL tower 1½ miles SE of airport. 1277' MSL tower and 1444' tower 3½ and 4 miles SE, respectively, of airport. 1400' MSL tower atop bluffs 3½ miles W of airport.

*300-1 takeoff authorized on Runways 31, 36, and 18.

**Blackriver Int: Int ODI R-010 and NW crs LE LFR.

City, LaCrosse; State, Wis.; Airport Name, Municipal; Elev., 653'; Fac. Class., SBRAZ; Ident., LSE; Procedure No. 1, Amdt. 7; Eff. Date, 29 Sept. 62; Sup. Amdt. No. 6; Dated, 14 June 58

Sioux City VOR	SUX-LFR	Direct	2400	T-dn*	300-1	300-1	200-1½
				C-dn	500-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

AIR CARRIER NOTE: *300-1 required for all takeoffs on Runway 4.

Procedure turn E side S crs, 154° Outbnd, 334° Inbnd, 2400' within 10 miles.

Minimum altitude over facility on final approach crs, 1900'.

Crs and distance, facility to airport, 330°-1.7 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.7 miles after passing LFR, climb to 3000' on N crs, or when directed by ATC, turn left, climb to 3000' on W crs within 20 miles.

CAUTION: 1318' terrain 1.4 miles ENE of airport.

Other changes: Deletes transition from Sloan FM. Deletes straight-in minima.

City, Sioux City; State, Iowa; Airport Name, Sioux City; Elev., 1097'; Fac. Class., SBMRLZ; Ident., SX; Procedure No. 1, Amdt. 10; Eff. Date, 29 Sept. 62; Sup. Amdt. No. 9; Dated, 22 Dec. 56

PROCEDURE CANCELLED, EFFECTIVE SEPTEMBER 29, 1962, OR UPON DECOMMISSIONING OF FACILITY.

City, Spartanburg; State, S.C.; Airport Name, Municipal; Elev., 816'; Fac. Class., SBRAZ; Ident., SG; Procedure No. 1, Amdt. 10; Eff. Date, 9 Sept. 61; Sup. Amdt. No. 9; Dated, 20 Aug. 60

PROCEDURE CANCELLED, EFFECTIVE SEPTEMBER 29, 1962.

City, Tacoma; State, Wash.; Airport Name, McChord AFB; Elev., 320'; Fac. Class., SBMRAZ; Ident., TCM; Procedure No. 1, Amdt. 2; Eff. Date, 18 Feb. 56; Sup. Amdt. No. 1; Dated, 27 May 54

2. The automatic direction finding procedures prescribed in § 609.100(b) are amended to read in part:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Atlanta RBN.....	LOM.....	Direct.....	2500	T-dn.....	300-1	300-1	200-½
Atlanta VOR.....	LOM.....	Direct.....	2500	C-dn.....	400-1	500-1	500-1½
Harrison Int.....	LOM.....	Direct.....	3000	S-dn-9.....	400-1	500-1	500-1
Chattahoochee Int.....	LOM (Final).....	Direct.....	2300	A-dn.....	800-2	800-2	800-2
Raymond Int.....	LOM.....	Direct.....	2500				

Radar vectoring authorized in accordance with approved patterns.

Procedure turn S side W crs, 268° Outbnd, 088° Inbnd, 2500' within 10 miles.

Minimum altitude over LOM inbnd final, 2300'.

Crs and distance, LOM to airport, 088°—4.1 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.1 miles after passing LOM, climb to 2500' on crs 089° within 20 miles.

CAUTION: 1182' tower ¾ mile W of airport.

City, Atlanta; State, Ga.; Airport Name, Atlanta; Elev., 1024'; Fac. Class., LOM; Ident., AT; Procedure No. 1, Amdt. 22; Eff. Date, 29 Sept. 62; Sup. Amdt. No. 21; Dated, 10 June 61

ATL VOR.....	LOM.....	Direct.....	2500	T-dn.....	300-1	300-1	200-½
MDU VOR.....	LOM (Final).....	Direct.....	2300	C-dn.....	400-1	500-1	500-1½
Stone Mt. Int.....	LOM.....	Direct.....	2700	S-dn-33.....	400-1	400-1	400-1
Tucker Int.....	LOM.....	Direct.....	3000	A-dn.....	800-2	800-2	800-2
Harrison Int.....	LOM.....	Direct.....	3000				

Radar vectoring authorized in accordance with approved patterns.

Procedure turn E side SE crs, 149° Outbnd, 329° Inbnd, 2500' within 10 miles.

Minimum altitude over facility on final approach crs, 2300'.

Crs and distance, facility to airport, 329°—4.5 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing LOM, turn left, climb to 3000' on crs of 269° from ATL LOM (Ident AT) within 15 miles of ATL LOM.

CAUTION: 1182' tank ¾ mile W of airport.

City, Atlanta; State, Ga.; Airport Name, Atlanta; Elev., 1024'; Fac. Class., LOM; Ident., AZ; Procedure No. 2, Amdt. 3; Eff. Date, 29 Sept. 62; Sup. Amdt. No. 2; Dated, 10 June 61

Woodville Int.....	LOM.....	Direct.....	1900	T-dn.....	300-1	300-1	200-½
BTR VOR.....	LOM.....	Direct.....	1500	C-dn.....	500-1	500-1	500-1½
Morganza Int.....	LOM.....	Direct.....	1200	S-dn-13.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn W side of NW crs, 307° Outbnd, 127° Inbnd, 1300' within 10 miles.

Minimum altitude over facility on final approach crs, 1100'.

Crs and distance, facility to airport, 127°—3.8 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 miles after passing LOM, climb to 1500' on crs of 127° within 20 miles, or when directed by ATC, turn left, climb to 1500' on NE crs BR LFR within 20 miles.

NOTE: Approach lights not installed.

Other changes: Deletes transition from BR-LFR.

City, Baton Rouge; State, La.; Airport Name, Ryan; Elev., 70'; Fac. Class., LOM; Ident., BT; Procedure No. 1, Amdt. 8; Eff. Date, 29 Sept. 62; Sup. Amdt. No. 7; Dated, 4 Nov. 61

Manassas Int.....	Stonewall Int*.....	Direct.....	1900	T-dn.....	300-1	300-1	200-½
Mosby Int.....	Stonewall Int*.....	Direct.....	1900	C-dn.....	400-1	500-1	500-1½
Stonewall Int*.....	LOM (Final).....	Direct.....	1900	S-dn-01R.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar transitions and vectoring authorized in accordance with approved patterns.

Procedure turn NA.

Minimum altitude over facility on final approach crs, 1900'.

Crs and distance, facility to airport, 007°—4.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.6 miles after passing DI LOM make left climbing turn to Poolesville, MH, cross Poolesville 2300'. Hold N, 007° bearing 187° Inbnd, 1-minute right turns.

*Stonewall Int: Int S crs DIA ILS and R-252 DCA.

City, Chantilly; State, Va.; Airport Name, Dulles International; Elev., 313'; Fac. Class., LOM; Ident., DI; Procedure No. 1, Amdt. Orig.; Eff. Date, 20 Sept. 62

Boyd's Int.....	Poolesville RBN (Final).....	Direct.....	2500	T-dn.....	300-1	300-1	200-½
				C-dn.....	400-1	500-1	500-1½
				S-dn-19R*.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar transitions and vectoring authorized in accordance with approved patterns.

Radar vectoring to final approach or procedure turn required.

Procedure turn W side of crs, 007° Outbnd, 187° Inbnd, 2800' within 10 miles.

Minimum altitude over facility on final approach crs, 2700' over Poolesville RBN.

Crs and distance, facility to airport, 187°—7.3 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.3 miles after passing PLV RBN, make right climbing turn to PLV RBN, 2300' alt. Hold N 007° bearing, 187° inbound, 1-minute right turns.

*If DLX, OM not received, minimums of 500-2 apply.

City, Chantilly; State, Va.; Airport Name, Dulles International; Elev., 313'; Fac. Class., MHW; Ident., PVL; Procedure No. 2, Amdt. Orig.; Eff. Date, 20 Sept. 62

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
ORD VOR	LOM	Direct	2200	T-dn	300-1	300-1	200-1½
OBK VOR	LOM	Direct	2200	C-dn	400-1	500-1	500-1½
Lakewood Int.	LOM	Direct	2500	S-dn-27	400-1	400-1	400-1
Acorn Int.	LOM	Direct	2500	A-dn	800-2	800-2	800-2
Temple Int*	LOM (Final)	Direct	2100				
Deerfield Int.	LOM	Direct	2200				
Beacon Int.	LOM	Direct	2500				
Elgin Int.	OBK VOR	Direct	2200				

Radar vectoring authorized in accordance with approved radar patterns. Aircraft executing missed approach may, after being reidentified, be radar controlled.

Procedure turn N side of crs, 088° Outbnd, 268° Inbnd, 2200' within 10 miles.

Minimum altitude over facility on final approach crs, 2100'.

Crs and distance, facility to airport, 268°—4.5 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing LOM, make right turn climb to 2500' and proceed to OBK VOR via OBK R-170 or, when directed by ATC, climb to 2000' on ORD VOR R-250, then make right climbing turn to 2500' and proceed to Elgin Int via ORD VOR R-271.

CAUTION: Takeoffs on Runway 27, when weather is below 2000-3, will intercept ORD R-250 and climb to 2000' before proceeding westbound. Takeoffs on Runway 32L, when weather is below 2000-3, will intercept ORD VOR R-306 and climb to 2000' before proceeding westbound.

*Temple Int: Int ORD VOR R-076 and OBK VOR R-119 or ORD VOR R-076 and CGT VOR R-356.

City, Chicago; State, Ill.; Airport Name, O'Hare International; Elev., 667'; Fac. Class., LOM; Ident., IA; Procedure No. 3, Amdt. 2; Eff. Date, 29 Sept. 62; Sup. Amdt. No. 1; Dated, 21 July 62

Duluth VOR	LOM	Direct	2700	T-dn	300-1	300-1	200-1½
Duluth RBN	LOM	Direct	2700	C-d	400-1	500-1	500-1½
Taft Int*	LOM	Direct	2700	C-n	400-1½	500-1½	500-1½
Bartlett Int**	LOM	Direct	2700	S-dn-9	400-1	400-1	400-1
Lakewood Int#	LOM	Direct	3000	A-dn	800-2	800-2	800-2
Palmer Int	LOM	Direct	3000				

Procedure turn S side of crs, 268° Outbnd, 088° Inbnd, 2700' within 10 miles.

Minimum altitude over facility on final approach crs, 2000'.

Crs and distance, facility to airport, 088°—4.3 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles of LOM, climb to 3000' on 088° crs from LOM within 15 miles.

CAUTION: 2049' tower approximately 4.5 miles SE of Duluth Municipal Airport.

*Taft Int: Int 360° brng. from DL LOM and R-320 DLH VOR.

**Bartlett Int: Int 360° brng. from DL LOM and 322° brng. from DLH RBN.

#Lakewood Int: Int 046° brng. from DLH RBN and 088° brng. from DL LOM.

Palmer Int: Int R-047 DLH VOR and 088° brng. from DL LOM.

City, Duluth; State, Minn.; Airport Name, Williamson-Johnson; Elev., 1429'; Fac. Class., LOM; Ident., DL; Procedure No. 1, Amdt. 5; Eff. Date, 29 Sept. 62; Sup. Amdt. No. 4; Dated, 8 July 61

DLH VOR	DLH RBN	Direct	2500	T-dn	300-1	300-1	200-1½
				C-d	400-1	500-1	500-1½
				C-n	400-1½	500-1½	500-1½
				S-dn-3	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 194° Outbnd, 014° Inbnd, 2500' within 10 miles.

Minimum altitude over facility on final approach crs, 2000'.

Crs and distance, facility to airport, 014°—3.3 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.3 miles after passing RBN, climb to 2800' on 014° bearing from DLH RBN within 15 miles.

NOTE: Final approach from holding pattern at RBN, NA. Procedure turn required.

City, Duluth; State, Minn.; Airport Name, Williamson-Johnson; Elev., 1429'; Fac. Class., SABH; Ident., DLH; Procedure No. 2, Amdt. 2; Eff. Date, 29 Sept. 62; Sup. Amdt. No. 1; Dated, 15 Sept. 62

Summit Hill Int.	LOM	Direct	2500	T-dn	300-1	300-1	200-1½
Wallburg Int.	LOM	Direct	2500	C-d	400-1	500-1	500-1½
Greensboro VOR	LOM	Direct	2500	S-dn-14	400-1	400-1	400-1
Thomas Int.	LOM	Direct	2500	A-dn	800-2	800-2	800-2
Pine Hall Int.	LOM	Direct	2500				

Radar vectoring authorized in accordance with approved patterns.

Procedure turn N side of crs, 318° Outbnd, 138° Inbnd, 2500' within 10 miles.

Minimum altitude over facility on final approach crs, 2500'.

Crs and distance, facility to airport, 138°—5.7 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.7 miles after passing LOM, climb to 2500' on 138° crs from LOM or, when directed by ATC, turn left, climb to 2500' on R-054 GSO-VOR within 20 miles or turn left, climb to 2500' and return direct to LOM.

CAUTION: 880' of construction on approach end of runway.

City, Greensboro; State, N.C.; Airport Name, Greensboro-High Point Municipal; Elev., 923'; Fac. Class., LOM; Ident., GS; Procedure No. 1, Amdt. 8; Eff. Date, 29 Sept. 62; Sup. Amdt. No. 7; Dated, 16 June 62

				T-d	300-1	300-1	NA
				C-d	600-1	600-1	NA
				S-d	NA	NA	NA
				A-d	NA	NA	NA

Procedure turn NW side of crs, 040° Outbnd, 220° Inbnd, 2300' within 10 miles.

Minimum altitude over facility on final approach crs, 1600'.

Crs and distance, facility to airport, 220°—3.0 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.0 miles after passing Lancaster MHW, climb on crs 220° to 1500' within 10 miles, then make climbing left turn to 2300' and proceed direct to the MHW. Hold NE 1-minute right turns, 220° inbnd.

NOTE: No tower Unicom available 122.8 mc. ATC communications with Harrisburg approach control.

City, Lancaster; State, Pa.; Airport Name, Garden Spot Airpark; Elev., 423'; Fac. Class., MHW; Ident., LRP; Procedure No. 1, Amdt. 1; Eff. Date, 29 Sept. 62; Sup. Amdt. No. Orig.; Dated, 18 Aug. 62

RULES AND REGULATIONS

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Quincy, Illinois VOR.....	LOM.....	Direct.....	1900	T-dn..... C-dn..... S-dn..... A-dn.....	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-1/2 500-1 1/2 400-1 800-2

Procedure turn S side of crs, 215° Outbnd, 035° Inbnd, 1900' within 10 miles.

Minimum altitude over facility on final approach course, 1900'.

Crs and distance, facility to airport, 035°—3.8 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 miles after passing LOM, climb to 1900' on NE crs ILS (035°) within 20 mi.

CAUTION: 1560' MSL tower 6 mi WNW of airport.

City, Quincy; State, Ill.; Airport Name, Quincy-Baldwin Municipal Field; Elev., 769'; Fac. Class., LOM; Ident., UI; Procedure No. 1, Amdt. 4; Eff. Date, 29 Sept. 62; Sup. Amdt. No. 3; Dated, 8 Sept. 62

SX-LFR.....	LOM.....	Direct.....	2600	T-dn*.....	300-1	300-1	200-1/2
SUX-VOR.....	LOM.....	Direct.....	2600	C-dn.....	500-1	600-1	600-1 1/2
				S-dn-31.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn E side SE crs, 127° Outbnd, 307° Inbnd, 2600' within 10 miles.

Minimum altitude over facility on final approach crs, 1900'.

Crs and distance, facility to airport, 307°—5.4 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.4 miles after passing LOM, climb to 3000' on crs 307° from LOM within 20 miles or, when directed by ATC, turn left and climb to 3000' on W crs SX-LFR within 20 miles.

NOTE: When authorized by ATC, SUX DME may be used to position aircraft on final approach course at 2600' between R-070 clockwise to 170° via 11-mile DME arc with the elimination of procedure turn.

CAUTION: Terrain 1318' MSL 1.4 miles ENE of airport.

Other change: Deletes transition from Sloan FM.

*AIR CARRIER NOTE: 300-1 required for all takeoffs on Runway 4.

City, Sioux City; State, Iowa; Airport Name, Sioux City Municipal; Elev., 1097'; Fac. Class., LOM; Ident., SU; Procedure No. 1, Amdt. 6; Eff. Date, 29 Sept. 62; Sup. Amdt. No. 5; Dated, 4 Aug. 62

3. The very high frequency omnirange (VOR) procedures prescribed in § 609.100(c) are amended to read in part:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Royston VOR.....	AND-VOR (Final).....	Direct.....	2300	T-dn.....	300-1	300-1	200-1/2
Pelzer Int.....	AND-VOR.....	Direct.....	2300	C-dn.....	400-1	500-1	500-1 1/2
				S-dn-5.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn S side of crs, 219° Outbnd, 039° Inbnd, 2300' within 10 miles.

Minimum altitude over facility on final approach crs, 2300'.

Crs and distance, facility to airport, 039°—5.5 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.5 miles after passing VOR, climb to 2300' on R-039 AND-VOR, make left turn, returning to AND-VOR via R-039.

City, Anderson; State, S.C.; Airport Name, Anderson Municipal; Elev., 783'; Fac. Class., BVOR; Ident., AND; Procedure No. 1, Amdt. 3; Eff. Date, 29 Sept. 62; Sup. Amdt. No. 2; Dated, 1 July 61

Chattahoochee Int.....	ATL-VOR.....	Direct.....	2500	T-dn.....	300-1	300-1	200-1/2
Atlanta RBN.....	ATL-VOR.....	Direct.....	2500	C-d.....	500-1	500-1	500-1 1/2
				C-n.....	500-2	500-2	500-2
				S-d-3.....	500-1	500-1	500-1
				S-d-3.....	500-2	500-2	500-2
				A-dn.....	800-2	800-2	800-2
				If aircraft equipped with dual VOR, and Riverdale Int* received, minima become:			
				C-dn.....	500-1	500-1	500-1 1/2
				S-dn-3.....	400-1	400-1	400-1

Radar vectoring authorized in accordance with approved patterns.

Procedure turn E side of crs, 196° Outbnd, 016° Inbnd, 2500' within 10 miles.

Minimum altitude over facility on final approach crs, 2500'.

Minimum altitude over Riverdale Int* on final approach crs, 2000'.

Crs and distance, facility to airport, 016°—8.0 mi. Riverdale Int* to airport, 016°—3.5 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 8.0 miles after passing VOR, or 3.5 mi after passing Riverdale Int, turn right, climb to 2500' and proceed to Rex Int via E crs ATL ILS.

CAUTION: 2049' MSL TV Tower 7 miles NNE of airport.

*Riverdale Int: Int R-016 ATL VOR and R-306 MDU VOR.

City, Atlanta; State, Ga.; Airport Name, Municipal; Elev., 1024'; Fac. Class., BVORTAC; Ident., ATL; Procedure No. 1, Amdt. 5; Eff. Date, 29 Sept. 62; Sup. Amdt. No. 4; Dated, 6 May 61

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
RNO-VOR.....	HZN-VOR.....	Direct.....	9500	T-dn.....	300-1	300-1	200-1½
Churchill Int.....	HZN-VOR.....	Direct.....	10,000	C-d.....	1100-1	1100-1	1100-1½
LOL-VOR.....	HZN-VOR.....	Direct.....	8000	C-n.....	1100-2	1100-2	1100-2
				A-d.....	1500-2	1500-2	1500-2
				A-n.....	1500-3	1500-3	1500-3

Procedure turn S side of crs, 254° Outbnd, 074° Inbnd, 8000' within 10 miles. Beyond 10 NA.

Minimum altitude over facility on final approach crs, 6500'.

Crs and distance, facility to airport, 097°—14.5 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.0 miles after passing HZN-VOR, make a left climbing turn, return to the VOR climbing to 8500' on R-254 within 10 miles.

NOTE: Military authority required.

City, Fallon; State, Nev.; Airport Name, NAAS Fallon; Elev., 3934'; Fac. Class., VORW; Ident., HZN; Procedure No. 1, Amdt. 1; Eff. Date, 29 Sept. 62; Sup. Amdt. No. Orig.; Dated, 28 Jan. 61

Sioux City LFR.....	SUX-VOR.....	Direct.....	2400	T-dn*.....	300-1	300-1	200-1½
				C-d.....	500-1	600-1	600-1½
				S-dn-31.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

AIR CARRIER NOTE: *300-1 required for all takeoffs on Runway 4.

Procedure turn E side of crs, 131° Outbnd, 311° Inbnd, 2400' within 10 miles.

Minimum altitude over facility on final approach crs, 1900'.

Crs and distance, facility to airport, 311°—3.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.6 miles, climb to 3000' on R-331 within 20 miles.

CAUTION: 1313' terrain 1.4 miles ENE of airport.

Other change: Deletes transition from Sloan FM.

City, Sioux City; State, Iowa; Airport Name, Sioux City Municipal; Elev., 1097'; Fac. Class., M-BVORTAC; Ident., SUX; Procedure No. 1, Amdt. 7; Eff. Date, 29 Sept. 62; Sup. Amdt. No. 6; Dated, 13 May 61

				T-d.....	300-1	300-1	NA
				C-d.....	500-1	700-1	NA
				A-dn.....	NA	NA	NA

Procedure turn S side of crs, 240° Outbnd, 060° Inbnd, 1900' within 10 miles.

Minimum altitude over facility on final approach crs, 1500'.

Crs and distance, facility to airport, 060°—4.3 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles, make a climbing left turn to 1900', proceed direct to SBJ-VOR. Hold SW 1-minute right turns, inbound crs 060°.

NOTE: No tower Unicom available.

CAUTION: 700' terrain 2.5 miles past airport on 060°. 500' ridge, 1.5 mi. ENE of the airport.

City, Somerset; State, N. J.; Airport Name, Somerset; Elev., 105'; Fac. Class., BVORTAC; Ident., SBJ; Procedure No. 1, Amdt. 2; Eff. Date, 29 Sept. 62; Sup. Amdt. No. 1; Dated, 19 May 62

Winslow RBn.....	INW-VOR.....	Direct.....	7000	A-dn.....	300-1	300-1	200-1½
				C-dn.....	500-2	600-2	600-2
				S-dn-II.....	400-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2

Procedure turn N side crs, 300° Outbnd, 120° Inbnd, 7000' within 10 miles (nonstandard due to terrain).

Minimum altitude over facility on final approach crs, 6000'.

Crs and distance, facility to airport, 107°—3.7 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.7 miles after passing VOR, turn left, climb to 7000' on R-079 within 20 miles.

SHUTTLE: To 8000' on crs 300° outbnd, 120° inbnd within 20 miles.

City, Winslow; State, Ariz.; Airport Name, Municipal; Elev., 4937'; Fac. Class., BVORTAC; Ident., INW; Procedure No. 1, Amdt. 4; Eff. Date, 29 Sept. 62; Sup. Amdt. No. 3; Dated, 29 Apr. 58

4. The terminal very high frequency omnirange (TerVOR) procedures prescribed in § 609.200 are amended to read in part:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn-----	300-1	300-1	200-1½
				C-dn-----	500-1	500-1	500-1½
				S-dn-2-----	500-1	500-1	500-1
				A-dn-----	800-2	800-2	800-2

Procedure turn E side crs, 193° Outbnd, 013° Inbnd, 2300' within 10 miles.

Minimum altitude over facility on final approach crs, 1300'.

Crs and distance, breakoff point to approach end Runway 2, 020°—0.5 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile climb to 2300' on R-062 within 20 miles.

CAUTION: Tower 1038' MSL 4 miles W of facility.

City, Athens; State, Ga.; Airport Name, Athens Municipal; Elev., 807'; Fac. Class., BVORTAC; Ident., AHN; Procedure No. TerVOR-2, Amdt. 1; Eff. Date, 29 Sept. 62; Sup. Amdt. No. Orig.; Dated, 7 Dec. 58

				T-dn-----	300-1	300-1	200-1½
				C-dn-----	500-1	500-1	500-1½
				S-dn-27-----	500-1	500-1	500-1
				A-dn-----	800-2	800-2	800-2

Procedure turn N side of crs, 077° Outbnd, 257° Inbnd, 2300' within 10 miles.

Minimum altitude over facility on final approach crs, 1300'.

Crs and distance, breakoff point to approach end of Runway 27, 267°—0.4 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, climb to 2300' on R-191 within 20 miles.

CAUTION: Tower 1038' MSL 4 miles W of facility.

City, Athens; State, Ga.; Airport Name, Athens Municipal; Elev., 807'; Fac. Class., BVORTAC; Ident., AHN; Procedure No. TerVOR-27, Amdt. 1; Eff. Date, 29 Sept. 62; Sup. Amdt. No. Orig.; Dated, 7 Dec. 58

				T-d-----	400-1	400-1	400-1
				T-n-----	500-1	500-1	500-1
				C-d-----	800-1	800-1	800-1½
				C-n-----	800-1½	800-1½	800-1½
				S-dn-17-----	800-1	800-1	800-1
				A-dn-----	800-2	800-2	800-2

Procedure turn W side of crs, 348° Outbnd, 168° Inbnd, 2300' within 10 miles.

Minimum altitude over facility on final approach crs, 1200'.

Course and distance, breakoff point to approach end of Runway 17, 171°—1.0 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, make a climbing right turn to 2000' on R-232 within 10 miles. Hold R-232 AUG-VOR, 1-minute right turns.

AIR CARRIER NOTE: Night operations restricted to Runways 17-35.

City, Augusta; State, Maine; Airport Name, Augusta-State; Elev., 807'; Fac. Class., BVOR; Ident., AUG; Procedure No. TerVOR-17, Amdt. 2; Eff. Date, 29 Sept. 62; Sup. Amdt. No. 1; Dated, 21 Sept. 57

				T-d-----	400-1	400-1	400-1
				T-n-----	500-1	500-1	500-1
				C-d-----	600-1	600-1	600-1½
				C-n-----	600-1½	600-1½	600-1½
				S-dn-26-----	600-1	600-1	600-1
				A-dn-----	800-2	800-2	800-2

Procedure turn N side of crs, 086° Outbnd, 266° Inbnd, 1600' within 10 miles.

Minimum altitude over facility on final approach crs, 1000'.

Crs and distance, breakoff point to approach end of Runway 26, 260°—1.0 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, make climbing left turn to 2000' on R-232 within 10 miles. Hold R-043 AUGUSTA VOR, 1-minute right turns.

AIR CARRIER NOTES: Night operations restricted to Runways 17-35. Straight-in minimums not authorized on Runway 26.

City, Augusta; State, Maine; Airport Name, Augusta-Maine; Elev., 357'; Fac. Class., BVOR; Ident., AUG; Procedure No. TerVOR-26, Amdt. 2; Eff. Date, 29 Sept. 62; Sup. Amdt. No. 1; Dated, 21 Sept. 57

				T-d-----	400-1	400-1	400-1
				T-n-----	500-1	500-1	500-1
				C-d-----	600-1	600-1	600-1½
				C-n-----	600-1½	600-1½	600-1½
				S-dn-35-----	600-1	600-1	600-1
				A-dn-----	800-2	800-2	800-2

Procedure turn E side of crs, 174° Outbnd, 354° Inbnd, 1600' within 10 miles.

Minimum altitude over facility on final approach crs, 1000'.

Crs and distance, breakoff point to approach end of Runway 35, 351°—1.0 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, make a climbing right turn to 2000' on R-043 within 10 miles. Hold R-043 AUGUSTA VOR, 1-minute right turns.

City, Augusta; State, Maine; Airport Name, Augusta-State; Elev., 357'; Fac. Class., BVOR; Ident., AUG; Procedure No. TerVOR-35, Amdt. 3; Eff. Date, 29 Sept. 62; Sup. Amdt. No. 2; Dated, 15 Mar. 58

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn.....	300-1	300-1	200-1½
				C-dn.....	600-1	600-1	600-1½
				A-dn.....	800-2	800-2	800-2

Radar transitions and vectoring authorized in accordance with radar patterns.
 Procedure turn E side of crs, 177° Outbnd, 357° Inbnd, 2100' within 10 miles.
 Facility on airport.
 Minimum altitude over facility on final approach crs, 1200'.
 Crs and distance, breakoff point to approach end of Runway 1, 007°—0.4 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile, climb to 2000' on R-357 within 10 miles, turn left, proceed direct to ROC-VOR at 2000'. Hold West ROC-VOR 1-minute right turns, 118° Inbound.
 AIR CARRIER NOTE: Takeoff on Runway 12 and landing on Runway 30 NA.

City, Rochester; State, N.Y.; Airport Name, Rochester-Monroe County; Elev., 560'; Fac. Class., BVOR; Ident., ROC; Procedure No. TerVOR-1, Amdt. 7; Eff. Date, 29 Sept. 62; Sup. Amdt. No. 6; Dated 18 Aug. 62

AUW VOR.....	Rosholt Int*.....	Direct.....	2400	T-dn.....	300-1	300-1	
Rosholt Int.....	Plover Int (Final)**.....	Direct.....	1700	C-d.....	600-1	600-1	
				C-n.....	600-2	600-2	
				S-dn-21.....	600-1	600-1	
				A-dn*.....	NA	NA	
				The following minimums apply to aircraft equipped with dual VOR and Plover Int* received:			
				C-d.....	400-1	500-1	
				C-n.....	400-2	500-2	
				S-dn-21.....	400-1	400-1	

Procedure turn W side of crs, 021° Outbnd, 201° Inbnd, 2400' within 10 miles.
 Minimum altitude over Plover Int* on final approach crs, 1700'.
 Crs and distance, Plover Int* to Runway 21, 201°—4.6 mi.
 Crs and distance from Int of runway centerline extended and final approach crs to approach end of runway, 206°—0.3 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished with 0.0 mile climb to 2400' on R-125 STE-VOR.
 CAUTION: 1400' MSL tower located 3.6 miles ESE of airport.
 *Alternate minimums of 800-2 authorized for air carriers with weather reporting service at the airport.
 *Rosholt Int: Int AUW VOR R-147 and STE VOR R-021.
 **Plover Int: Int AUW-VOR R-157 and STE-VOR R-021.

City, Stevens Point; State, Wis.; Airport Name, Municipal; Elev., 1107'; Fac. Class., BVOR; Ident., STE; Procedure No. Ter VOR-21, Amdt. 2; Eff. Date, 29 Sept. 62; Sup. Amdt. No. 1; Dated, 15 July 61

				T-dn.....	300-1	300-1	
				C-d.....	700-1	700-1	
				C-n.....	700-2	700-2	
				S-dn-30.....	700-1	700-1	
				A-dn*.....	NA	NA	
				The following minimums apply to aircraft equipped with operating dual VOR receivers and Patrick Int** received:			
				C-d.....	400-1	500-1	
				C-n.....	400-2	500-2	
				S-dn-30.....	400-1	400-1	

Procedure turn E side of crs, 110° Outbnd, 290° Inbnd, 2400' within 10 miles of STE-VOR.
 Minimum altitude over Patrick Int** on final approach crs, 1800'.
 Crs and distance, Patrick Int** to approach end of Runway 30, 290°—3.3 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of STE VOR, make right climbing turn to 2400' and return to STE-VOR.
 CAUTION: 1400' MSL tower located 4 miles ESE of airport.
 *Alternate minimums of 800-2 authorized for air carriers with weather reporting service at the airport.
 **Patrick Int: Int AUW VOR R-162 and STE VOR R-110.

City, Stevens Point; State, Wis.; Airport Name, Stevens Point Municipal; Elev., 1107'; Fac. Class., BVOR; Ident., STE; Procedure No. TerVOR-30, Amdt. 2; Eff. Date, 29 Sept. 62; Sup. Amdt. No. 1; Dated, 15 July 61

5. The instrument landing system procedures prescribed in § 609.400 are amended to read in part:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Atlanta RBN.....	LOM.....	Direct.....	2500	T-dn**.....	300-1	300-1	200-1½
Atlanta VOR.....	LOM.....	Direct.....	2500	C-dn.....	400-1	500-1	500-1½
Harrison Int.....	LOM.....	Direct.....	3000	S-dn-9.....	#200-1½	#200-1½	#200-1½
Chattahoochee Int.....	LOM (Final).....	Direct.....	2300	A-dn.....	600-2	600-2	600-2
Raymond Int.....	LOM.....	Direct.....	2500				

Radar vectoring authorized in accordance with approved patterns.

Procedure turn S side W crs, 268° Outbnd, 088° Inbnd, 2500' within 10 miles.

Minimum altitude at glide slope int inbnd, 2400'.

Altitude of glide slope and distance to approach end of runway at OM, 2324'—4.1 mi; at MM, 1236'—0.5 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2500' on E crs ILS within 20 miles.

CAUTION: 1182' tower ¾ mile W of airport.

#Runway visual range 2600' authorized for landing on Runway 9; provided, that all components of the ILS, high intensity runway lights, approach lights, condenser discharge flashers, middle and outer compass locators and all related airborne equipment are in satisfactory operating condition. Descent below 1224' MSL shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.

**Runway visual range 2600' authorized for takeoff on Runway 9 in lieu of 200-½ when 200-½ authorized; providing high-intensity runway lights are operational.

*400-¾ required when glide slope not utilized.

City, Atlanta; State, Ga.; Airport Name, Atlanta; Elev., 1024'; Fac. Class., ILS; Ident., I-ATL; Procedure No. ILS-9, Amdt. 22; Eff. Date, 29 Sept. 62; Sup. Amdt. No. 21; Dated, 22 Apr. 61

Atlanta RBN.....	Rex Int*.....	Direct.....	2500	T-dn.....	300-1	300-1	200-1½
Atlanta VOR.....	Rex Int*.....	Direct.....	2500	C-dn.....	400-1	500-1	500-1½
Lithonia Int.....	Rex Int* (Final).....	Direct.....	2000	S-dn-27L.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.

Procedure turn S side E crs, 088° Outbnd, 268° Inbnd, 2500' within 10 miles.

No glide slope.

Minimum altitude over Rex Int* inbnd, 2000'.

Brng and distance to approach end of runway at Rex Int, * 268°—4.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.6 miles after passing Rex Int, * climb to 2500' on W crs ILS within 10 miles.

CAUTION: 1182' tower ¾ mile W airport.

*Rex Int: Int E crs ATL-ILS and R-332 MDU-VOR.

City, Atlanta; State, Ga.; Airport Name, Atlanta; Elev., 1024'; Fac. Class., ILS; Ident., I-ATL; Procedure No. ILS-27, Amdt. 7; Eff. Date, 29 Sept. 62; Sup. Amdt. No. 6; Dated, 21 May 60

ATL-VOR.....	LOM.....	Direct.....	2500	T-dn.....	300-1	300-1	200-1½
MDU-VOR.....	LOM (Final).....	Direct.....	2300	C-dn.....	400-1	500-1	500-1½
Stone Mt. Int.....	LOM.....	Direct.....	2700	S-dn-33*.....	200-1½	200-1½	200-1½
Tucker Int.....	LOM.....	Direct.....	3000	A-dn.....	600-2	600-2	600-2
Harrison Int.....	LOM.....	Direct.....	3000				

Radar vectoring authorized in accordance with approved patterns.

Procedure turn E side SE crs, 149° Outbnd, 329° Inbnd, 2500' within 10 miles.

Minimum altitude at glide slope int inbnd, 2300'.

Altitude of glide slope and distance to approach end of runway at OM, 2257'—4.5 mi; at MM, 1173'—0.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, turn left, climb to 3000' and proceed to Chattahoochee Int via ILS NW crs, and FTY VOR R-222, or when directed by ATC, climb to 4000' and proceed to Margaret Int via FTY-VOR.

CAUTION: 1182' tank ¾ mile W of airport.

*400-¾ required when glide slope not utilized.

City, Atlanta; State, Ga.; Airport Name, Atlanta; Elev., 1024'; Fac. Class., ILS; Ident., I-AZA; Procedure No. ILS-33, Amdt. 2; Eff. Date, 29 Sept. 62; Sup. Amdt. No. 1; Dated, 22 Apr. 61

Woodville Int.....	River Int.....	Direct.....	1400	T-dn.....	300-1	300-1	200-1½
Baton Rouge VOR.....	LOM.....	Direct.....	1500	C-dn.....	500-1	500-1	500-1½
Morganza Int.....	LOM.....	Direct.....	1300	S-dn-13.....	*300-¾	*300-¾	*300-¾
River Int.....	LOM (Final).....	Direct.....	1300	A-dn.....	600-2	600-2	600-2

Procedure turn W side of NW crs, 307° Outbnd, 127° Inbnd, 1300' within 10 miles.

Minimum altitude at glide slope int inbnd, 1300'.

Altitude of glide slope and distance to approach end of runway at OM 1300'—3.8 mi, at MM 240'—0.5 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 1500' on SE crs ILS within 20 miles or, when directed by ATC, (1) turn left, climb to 1400' on R-081 BTR-VOR within 10 miles of Creole Int or (2) turn left, climb to 1900' on R-041 BTR-VOR within 20 miles.

Other changes: Deletes transition from Baton Rouge LFR.

*400-¾ required when glide slope not utilized. Approach lights not installed.

City, Baton Rouge; State, La.; Airport Name, Ryan; Elev., 70'; Fac. Class., ILS; Ident., I-BTR; Procedure No. ILS-13, Amdt. 8; Eff. Date, 29 Sept. 62; Sup. Amdt. No. 7; Dated, 8 Apr. 61

Amite Int.....	Creole Int.....	Direct.....	900	T-dn.....	300-1	300-1	200-1½
BTR-VOR.....	Creole Int.....	Direct.....	2000	C-dn.....	500-1	500-1	500-1½
Int SE crs ILS BTR-VOR R-109.....	Amite Int.....	Direct.....	1400	S-dn-31.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn E side SE crs, 127° Outbnd, 307° Inbnd, 1400' within 10 mi of Creole Int.

No glide slope.

Minimum altitude over Creole Int, 900'.

Crs and distance, Creole Int to airport, 307°—3.0 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.0 miles after passing Creole Int, climb to 1300' on NW crs ILS within 10 miles of LOM, or when directed by ATC, turn right, climb to 1900' on R-041 within 20 miles.

Other changes: Deletes transition from BR-LFR.

City, Baton Rouge; State, La.; Airport Name, Ryan; Elev., 70'; Fac. Class., ILS; Ident., I-BTR; Procedure No. ILS-31, Amdt. 4; Eff. Date, 29 Sept. 62; Sup. Amdt. No. 3; Dated, 8 Apr. 61

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Manassas Int.....	Stonewall Int*.....	Direct.....	1900	T-dn.....	300-1	300-1	200-1½
Mosby Int.....	Stonewall Int*.....	Direct.....	1900	C-dn.....	400-1	500-1	500-1½
Stonewall Int*.....	LOM (Final).....	Direct.....	1900	S-dn-01R.....	200-1½	200-1½	200-1½
				A-dn.....	600-2	600-2	600-2

Radar transitions in accordance with approved patterns.
 Procedure turn not authorized.
 Minimum altitude at glide slope interception inbnd, 1900'.
 Altitude of glide slope and distance to approach end of runway at OM, 1851'—4.6 mi, at MM, 556'—0.6 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make left climbing turn to Poolesville, MH, cross Poolesville at 2300'. Hold N 007° bearing 187° inbnd, 1-minute right turns.
 *Stonewall Int: Int. S crs. DIA ILS and R-252 DCA.

City, Chantilly; State, Va.; Airport Name, Dulles International; Elev., 313'; Fac. Class., ILS; Ident., I-DIA; Procedure No. ILS-01R, Amdt. Orig.; Eff. Date, 20 Sept. 62

Boys Int.....	Poolesville RBn (final).....	Direct.....	2700	T-dn.....	300-1	300-1	300-1
				C-dn.....	400-1	500-1	500-1½
				S-dn-19R.....	200-1½	200-1½	200-1½
				A-dn.....	600-2	600-2	600-2

Radar transitions and vectoring authorized in accordance with approved patterns.
 Radar vectoring to final approach or procedure turn required.
 Procedure turn W side of crs, 007° Outbnd, 187° Inbnd, 2800' within 10 miles.
 Minimum altitude at glide slope interception inbnd, 2700'.
 Altitude of glide slope and distance to approach end of runway at Poolesville RBn, 2694'—7.3 mi; at OM, 1483'—3.6 mi; at MM, 501'—0.5 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make right climbing turn, return to Poolesville RBn, climbing to 2300'. Hold N 007° bearing, 187° inbnd, right turns, 1-minute pattern.
 *Boys Int: Int MRB-VOR R-128 and N crs DLX ILS.

City, Chantilly; State, Va.; Airport Name, Dulles International; Elev., 313'; Fac. Class., ILS; Ident., I-DLX; Procedure No. ILS-19R, Amdt. Orig.; Eff. Date, 20 Sept. 62

ORD VOR.....	LOM.....	Direct.....	2200	T-dn.....	300-1	300-1	200-1½
OBK VOR.....	LOM.....	Direct.....	2200	C-dn.....	400-1	500-1	500-1½
Lakewood Int.....	LOM.....	Direct.....	2500	S-dn-27*.....	200-1½	200-1½	200-1½
Elgin Int.....	OBK VOR.....	Direct.....	2100	A-dn.....	600-2	600-2	600-2
Beacon Int.....	LOM.....	Direct.....	2500				
Acorn Int.....	LOM.....	Direct.....	2500				
Whitefish Int.....	E crs ILS (Final).....	R-052 API VOR.....	2200				
Temple Int.....	E crs ILS (Final).....	R-054 API VOR.....	2200				
Tide Int.....	Shark Int#.....	R-120 OBK VOR.....	2200				
Shark Int#.....	Point Int% (Final).....	E crs ILS.....	2200				
Deerfield Int.....	LOM.....	Direct.....	2200				

Radar vectoring authorized in accordance with approved radar patterns. Aircraft executing missed approach may, after being reidentified, be radar controlled.
 Procedure turn N side East crs, 088° Outbnd, 268° Inbnd, 2200'.
 Minimum altitude at glide slope interception inbnd, 2200'.
 Altitude of glide slope and distance to approach end of runway at LOM, 2130'—4.5 mi; at MM, 860'—0.6 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make right climbing turn to 2500' and proceed to OBK VOR via OBK R-170, or when directed by ATC, climb to 2000' on ORD VOR R-250, then make right climbing turn to 2500' and proceed to Elgin Int. via ORD VOR R-271.
 NOTES: When authorized by ATC, DME from ORD VOR may be used to establish position inbnd at 2500' on E crs ILS via 10 mile arc from ORD VOR for straight-in approach with elimination of procedure turn.
 CAUTION: Takeoffs on Runway 27, when weather is below 2000-3, will intercept ORD VOR R-250 and climb to 2000' before proceeding westbound. Takeoffs on Runway, 32L, when weather is below 2000-3, will intercept ORD VOR R-306 and climb to 2000' before proceeding westbound.
 *400-1 required with glide slope inoperative.
 #Temple Int: Int ORD VOR R-076 and CGT VOR R-356.
 %Shark Int: Int R-120 OBK E crs ORD ILS-27.
 %Point Int: Int R-127 OBK-VOR, E crs ORD ILS-27, and CGT-VOR R-356.

City, Chicago; State, Ill.; Airport Name, O'Hare International; Elev., 667'; Fac. Class., ILS; Ident., I-IAC; Procedure No. ILS-27, Amdt. 2; Eff. Date, 29 Sept. 62; Sup. Amdt. No. 1; Dated, 21 July 62

				T-dn.....	300-1	300-1	200-1½
				C-dn.....	400-1	500-1	500-1½
				S-dn-32L.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar transition to final approach course authorized. Aircraft will be released for final approach inbnd to River Grove Int* on final approach course to cross River Grove Int* at 2500'.
 Procedure turn NA.
 Minimum altitude over River Grove Int* on final approach crs, 2500'.
 Crs and distance, River Grove Int* to airport, 318°—6.2 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.2 miles after passing River Grove Int*, climb to 2000' on ORD VOR R-250, then make right climbing turn to 2500' and proceed to Elgin Int. via ORD VOR R-271 or, when directed by ATC, make right climbing turn to 2500' and proceed to OBK VOR via OBK R-170.
 NOTES: Functioning ILS and VOR receiver required unless River Grove Int* is identified by O'Hare Radar. No glide slope, markers, compass locators or approach lights.
 4° localizer course, VGSI installed.
 CAUTION: Takeoffs on Runway 27 when weather is below 2000-3 will intercept ORD-VOR R-250 and climb to 2000' before proceeding westbound. Takeoffs on Runway 32L when weather is below 2000-3 will intercept ORD-VOR R-306 and climb to 2000' before proceeding westbound.
 *River Grove Int: Int SE crs ORD ILS and API-VOR R-060.

City, Chicago; State, Ill.; Airport Name, O'Hare International; Elev., 667'; Fac. Class., ILS; Ident., I-ORD; Procedure No. ILS-32L, Amdt. 3; Eff. Date, 29 Sept. 62; Sup. Amdt. No. 2; Dated, 19 May 62

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Duluth VOR.....	LOM.....	Direct.....	2700	T-dn.....	300-1	300-1	200- $\frac{1}{2}$
Duluth RBN.....	LOM.....	Direct.....	2700	C-d.....	400-1	500-1	500- $\frac{1}{2}$
Taft Int**.....	LOM.....	Direct.....	2700	C-n.....	400- $1\frac{1}{2}$	500- $1\frac{1}{2}$	500- $1\frac{1}{2}$
Bartlett Int%.....	LOM.....	Direct.....	2700	S-dn-9*.....	300- $\frac{3}{4}$	300- $\frac{3}{4}$	300- $\frac{3}{4}$
Lakewood Int#.....	LOM.....	Direct.....	3000	A-dn.....	800-2	800-2	800-2
Palmer Int##.....	LOM.....	Direct.....	3000				

Procedure turn S side of final approach crs, 268° Outbnd, 088° Inbnd, 2700' within 10 miles.

Minimum altitude at glide slope interception inbound, 2700'.

Altitude of glide slope and distance to approach end of runway at LOM, 2617'—4.3 mi; at MM, 1628'—0.7 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 3000' on E crs ILS within 15 miles.

CAUTION: 2049' tower approximately 4.5 miles SE of Duluth Municipal Airport.

*400-1 required with glide slope inoperative.

**Taft Int.: Int 360° brg. from DL LOM and R-320 DLH VOR.

%Bartlett Int: Int 360° brg. from DL LOM and 322° brg. from DLH RBN.

#Lakewood Int: Int 046° brg. from DLH RBN and E crs ILS.

##Palmer Int: Int R-047 DLH VOR and E crs ILS.

City, Duluth; State Minn.; Airport Name, Williamson-Johnson; Elev., 1429'; Fac. Class., ILS; Ident., I-DLH; Procedure No. ILS-9, Amdt. 5; Eff. Date, 29 Sept. 62; Sup. Amdt. No. 4; Dated, 8 July 61

Summit Hill Int.....	LOM.....	Direct.....	2500	T-dn.....	300-1	300-1	200- $\frac{1}{2}$
Wallburg Int.....	LOM.....	Direct.....	2500	C-dn.....	400-1	500-1	500- $\frac{1}{2}$
Greensboro VOR.....	LOM.....	Direct.....	2500	S-dn-14*.....	300- $\frac{3}{4}$	300- $\frac{3}{4}$	300- $\frac{3}{4}$
Thomas Int.....	LOM.....	Direct.....	2500	A-dn.....	600-2	600-2	600-2
Pine Hall Int.....	LOM (Final).....	Direct.....	2500				

Radar vectoring authorized in accordance with approved patterns.

Procedure turn N side NW crs, 318° Outbnd, 138° Inbnd, 2500' within 10 miles.

Minimum altitude at glide slope interception inbound, 2500'.

Altitude of glide slope and distance to approach end of runway at OM, 2519'—5.7 mi; at MM, 1130'—0.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2500' on SE crs ILS (138°) within 20 miles or, when directed by ATC, turn left, climb to 2500' on R-054 GSO-VOR within 20 miles or turn left, climb to 2500' and return direct to LOM.

NOTE: No approach lights.

*400- $\frac{3}{4}$ required when glide slope not utilized.

City, Greensboro; State, N.C.; Airport Name, Greensboro-High Point; Elev., 923'; Fac. Class., ILS; Ident., I-GSO; Procedure No. ILS-14, Amdt. 7; Eff. Date, 29 Sept. 62; Sup. Amdt. No. 6; Dated, 29 July 61

Quincy VOR.....	LOM.....	Direct.....	1900	T-dn.....	300-1	300-1	200- $\frac{1}{2}$
				C-dn.....	400-1	500-1	500- $\frac{1}{2}$
				S-dn-3.....	300- $\frac{3}{4}$	300- $\frac{3}{4}$	300- $\frac{3}{4}$
				A-dn.....	800-2	800-2	800-2

Procedure turn S side of SW crs, 215° Outbnd, 035° Inbnd, 1900' within 10 miles.

Minimum altitude at glide slope interception inbound, 1900'.

Altitude of glide slope and distance to approach end of runway at OM, 1830'—3.8 mi; at MM, 952'—0.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 1900' on NE crs ILS (035°) within 20 miles.

NOTE: No approach lights.

CAUTION: 1560' MSL radio tower located approximately 6.0 miles WNW of airport.

City, Quincy; State, Ill.; Airport Name, Quincy Baldwin Municipal Field; Elev., 769'; Fac. Class., ILS; Ident., IUIN; Procedure No. ILS-3, Amdt. 4; Eff. Date 29 Sept. 62; Sup. Amdt. No. 3; Dated 8 Sept. 62

SX-LFR.....	LOM.....	Direct.....	2600	T-dn*.....	300-1	300-1	200- $\frac{1}{2}$
SUX-VOR.....	LOM.....	Direct.....	2600	C-dn.....	500-1	600-1	600- $\frac{1}{2}$
				S-dn-31.....	200- $\frac{1}{2}$	200- $\frac{1}{2}$	200- $\frac{1}{2}$
				A-dn.....	600-2	600-2	600-2

Procedure turn E side SE crs, 127° Outbnd, 307° Inbnd, 2600' within 10 miles.

Minimum altitude at glide slope interception inbound, 2600'.

Altitude of glide slope and distance to approach end of runway at OM, 2575'—5.4 mi; at MM, 1287'—0.6 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 3000' on NW crs ILS within 20 miles or, when directed by ATC, turn left and climb to 3000' on W crs SX-LFR within 20 miles.

NOTE: When authorized by ATC, SUX DME may be used to position aircraft on localizer course at 2600' between R-070 clockwise to 170° via 11-mile DME arc with the elimination of procedure turn.

CAUTION: Terrain 1318' MSL 1.4 mi ENE of airport.

Other change: Deletes transition from Sloan FM.

*AIR CARRIER NOTE: 300-1 required for all takeoffs on Runway 4.

City, Sioux City; State Iowa; Airport Name Sioux City Municipal; Elev., 1097'; Fac. Class., ILS; Ident., I-SUX; Procedure No. ILS-31, Amdt. 6; Eff. Date, 29 Sept. 62; Sup. Amdt. No. 5; Dated, 4 Aug. 62

6. The radar procedures prescribed in § 609.500 are amended to read in part:

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach, except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
All directions-----	Radar site-----	Within 5 mi-----	1900	Precision approach			
All directions-----	Radar site-----	Within 15 mi-----	2400				
				T-dn-----	300-1	300-1	200-½
				C-dn-----	400-1	500-1	500-1½
				S-dn-01R-----	200-½	200-½	200-½
				A-dn-----	600-2	600-2	600-2
				Surveillance approach			
				T-dn-----	300-1	300-1	200-½
				C-dn-----	400-1	500-1	500-1½
				S-dn-----	400-1	400-1	400-1
				A-dn-----	800-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make climbing turn to Poolsville RBN; cross Poolsville RBN at 2300'. Hold North 007° brg, 187° inbound, 1-minute right turns.

City, Chantilly; State, Va.; Airport Name, Dulles International; Elev., 313'; Fac. Class. and Ident., Dulles Radar; Procedure No. 1, Amdt. Orig.; Eff. Date, 20 Sept. 62

These procedures shall become effective on the dates specified therein.

(Secs. 313(a), 307(c), 72 Stat. 752, 749; 49 U.S.C. 1354(a), 1348(c))

Issued in Washington, D.C., on August 23, 1962.

GEORGE C. PRILL,
Director, Flight Standards Service.

[F.R. Doc. 62-8690; Filed, Sept. 13, 1962; 8:51 a.m.]

Title 7—AGRICULTURE

Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders), Department of Agriculture

PART 946—IRISH POTATOES GROWN IN WASHINGTON

Approval of Expenses and Rate of Assessment

Notice of rule making regarding the proposed expenses and rate of assessment to be effective under Marketing Agreement No. 113, and Order No. 946 (7 CFR Part 946), regulating the handling of Irish potatoes grown in the State of Washington, was published in the August 10, 1962, FEDERAL REGISTER (27 F.R. 7988). This regulatory program is effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674). The notice afforded interested persons an opportunity to submit data, views, or arguments pertaining thereto not later than 15 days following publication in the FEDERAL REGISTER. None was filed.

After consideration of all relevant matters, including the proposals set forth in the aforesaid notice which were recommended by the State of Washington Potato Committee, established pursuant to the said marketing agreement and order, it is hereby found and determined that:

§ 946.214 Expenses and rate of assessment.

(a) The reasonable expenses that are likely to be incurred by the State of Washington Potato Committee, established pursuant to Marketing Agreement No. 113 and Order No. 946, to enable such committee to perform its functions, pursuant to the provisions of the aforesaid marketing agreement and order, during the fiscal year ending May 31, 1963, will amount to \$22,963.00.

(b) The rate of assessment to be paid by each handler pursuant to Marketing Agreement No. 113 and Order No. 946 shall be three-eighths of one cent (\$0.00375) per hundredweight of potatoes handled by him as the first handler thereof during said fiscal year.

(c) Terms used in this section shall have the same meaning as when used in the said marketing agreement and order.

It is hereby found that good cause exists for not postponing the effective date of this section until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 1003) in that (1) the relevant provisions of said marketing agreement and this part require that the rate of assessment fixed for a particular fiscal year shall be applicable to all assessable potatoes from the beginning of such fiscal year, and (2) the current fiscal year began on June 1, 1962, and the rate of assessment herein fixed will auto-

matically apply to all assessable potatoes beginning with such date.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: September 10, 1962.

PAUL A. NICHOLSON,
Acting Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 62-9193; Filed, Sept. 13, 1962; 8:48 a.m.]

Title 43—PUBLIC LANDS: INTERIOR

Chapter I—Bureau of Land Management, Department of the Interior

SUBCHAPTER I—MINERAL LANDS

[Circular No. 2089]

PART 185—GENERAL MINING REGULATIONS

Common Varieties: Defined

Basis and purpose. Notice is hereby given that pursuant to the authority vested in the Secretary of the Interior by section 1, 61 Stat. 681, as amended (30 U.S.C. 611), 43 CFR 185.121(b) is amended as set forth below. The purpose of this amendment is to more clearly define "common varieties" consistent

with the expressed intent of the Congress as set forth in the reports of the respective Committees on Interior and Insular Affairs in favorably recommending action on the bills that led to the Act of July 23, 1955. This regulation shall become effective upon publication in the FEDERAL REGISTER.

Paragraph (b) of § 185.121 is revised in its entirety as follows (and the footnote 2 is deleted):

(b) "Common varieties" includes deposits which, although they may have value for use in trade, manufacture, the sciences, or in the mechanical or ornamental arts, do not possess a distinct, special economic value for such use over and above the normal uses of the general run of such deposits. Mineral materials which occur commonly shall not be deemed to be "common varieties" if a particular deposit has distinct and special properties making it commercially valuable for use in a manufacturing, industrial, or processing operation. In the determination of commercial value, such factors may be considered as quality and quantity of the deposit, geographical location, proximity to market or point of utilization, accessibility to transportation, requirements for reasonable reserves consistent with usual industry practices to serve existing or proposed manufacturing, industrial, or processing facilities, and feasible methods for mining and removal of the material. Limestone suitable for use in the production of cement, metallurgical or chemical grade limestone, gypsum, and the like are not "common varieties." This subsection does not relieve a claimant from any requirements of the mining laws.

JOHN A. CARVER, Jr.,
Acting Secretary of the Interior.

SEPTEMBER 7, 1962.

[F.R. Doc. 62-9184; Filed, Sept. 13, 1962;
8:46 a.m.]

Title 50—WILDLIFE AND FISHERIES

Chapter I—Bureau of Sport Fisheries and Wildlife, Fish and Wildlife Service, Department of the Interior

SUBCHAPTER B—HUNTING AND POSSESSION OF WILDLIFE

PART 10—MIGRATORY BIRDS

Open Seasons, Bag Limits, and Possession of Certain Migratory Game Birds

Section 3 of the Migratory Bird Treaty Act of July 3, 1918, as amended (40 Stat. 755; 16 U.S.C. 704), authorizes and directs the Secretary of the Interior, from time to time, having due regard for the zones of temperature and to the distribution, abundance, economic value, breeding habits, and times and lines of flight of migratory game birds, to determine

when, to what extent, and by what means, such birds or any part, nest, or egg thereof, may be taken, captured, killed, possessed, sold, purchased, shipped, carried, or transported.

By notice of proposed rule making published in the FEDERAL REGISTER on May 1, 1962 (27 F.R. 4153), notification was given that the Secretary of the Interior proposed to amend Part 10, Title 50, Code of Federal Regulations. These amendments would specify open seasons, certain closed seasons, hunting methods, shooting hours, transportation and importation controls, and bags and possession limits for migratory game birds for the 1962-63 hunting seasons.

In this connection all interested persons were invited to submit their views, data, or arguments regarding proposed amendments, in writing to the Director, Bureau of Sport Fisheries and Wildlife, Washington 25, D.C., within thirty days following the date of publication of the notice.

Subsequently, after due consideration of migratory game bird survey data obtained through investigations conducted by the Bureau of Sport Fisheries and Wildlife and State game departments, and from other sources, the several State game departments were informed concerning the shooting hours, season lengths, and daily bag and possession limits proposed to be prescribed for the 1962-63 seasons on waterfowl and coots, gallinules in the Pacific Flyway, lesser sandhill (little brown) cranes in limited areas of New Mexico and Texas, and whistling swans in Utah. The State

game departments were invited to submit their recommendations for hunting seasons on applicable species in the respective States; such hunting seasons to conform to the shooting hours, daily bag and possession limits, and season lengths within frameworks of opening and closing dates, as established by this Department.

Accordingly, each State game department having had an opportunity to participate in selecting the hunting seasons desired for its State on those species of migratory game birds for which open seasons are now to be prescribed, and consideration having been given to all other relevant matters presented, it has been determined that Part 10 shall be amended as set forth below.

The taking of the designated species of migratory game birds is presently prohibited. These amendments will permit the taking of these species within specified periods of time beginning as early as October 1, as has been the case in past years. Since these amendments benefit the public by relieving existing restrictions, they shall become effective upon publication in the FEDERAL REGISTER.

1. Paragraph (a) of § 10.7 is amended to read as follows:

§ 10.7 Importations from Canada, Mexico, or other foreign country.

(a) The following listed birds shall be limited as to the numbers permitted to be entered and transported by one person, either in a single shipment or by multiple shipments, as follows:

From—	Not to exceed—
Province of Alberta, Canada.....	8 ducks and 8 geese per season.
Province of British Columbia, Canada.....	12 ducks and 10 geese per season.
Provinces of Saskatchewan and Manitoba, Canada.	8 ducks and 10 geese per season.
Province of Ontario, Canada.....	10 ducks and 10 geese per calendar week. ¹
Any other Province of Canada.....	12 ducks and 10 geese per calendar week. ¹
Mexico or any other foreign country (except Canada) or subdivision thereof.	10 ducks and 5 geese per calendar week. ¹
Any foreign country or subdivision thereof:	
Pigeons (all species).....	10 of each species per calendar week. ¹
Doves (all species).....	25, singly or in the aggregate of all species, per calendar week. ¹
Rails (except sora and coot).....	30, singly or in the aggregate of all species, per calendar week. ¹
Coots	25 per calendar week. ¹
Sora rails.....	25 per calendar week. ¹
Wilson's snipe.....	8 per calendar week. ¹
Woodcock	8 per calendar week. ¹
Brant	6 per calendar week. ¹
Cranes	5 per calendar week. ¹

¹ A calendar week begins on Sunday.

2. Section 10.51 is amended by revising the headline and by adding new paragraphs (c), (d), (e), and (f) to read as follows:

§ 10.51 Seasons and limits on waterfowl and coots, and on Wilson's snipe and lesser sandhill (little brown) cranes in Alaska.

Subject to the applicable provisions of the preceding sections of this part, the

areas open to hunting, respective open seasons (dates inclusive), the shooting hours, and the daily bag and possession limits on the species of waterfowl and on coot, Wilson's snipe, and lesser sandhill crane as designated in this section are prescribed between the dates of September 1, 1962, and February 15, 1963, as follows:

(c) Atlantic Flyway States.

	Ducks	Coots	Geese (except snow geese)	Brant
Daily bag limit..	(2)	6	2	6
Possession limit..	(2)	6	4	6
Shooting hours 1..	Sunrise until sunset (standard time) on all species.			
Seasons in:				
Connecticut 2..	Oct. 20-Nov. 3..	Oct. 20-Nov. 3..		
Delaware 2..	Nov. 12-Dec. 29..	Nov. 15-Dec. 29..		
District of Columbia 2..	Closed season..	Closed season..		
Florida 2..	Nov. 21-Dec. 30..	Nov. 17-Dec. 30..		
Georgia 2..	Nov. 21-Dec. 30..	Nov. 15-Jan. 13..		
Maine 2..	Oct. 12-Dec. 29..	Oct. 12-Dec. 10..		
Maryland 2..	Nov. 9-Dec. 28..	Nov. 9-Jan. 7..		
Massachusetts 2..	Oct. 12-Dec. 27..	Oct. 12-Nov. 10..		
New Hampshire 2..	Oct. 12-Dec. 27..	Dec. 10-Jan. 8..		
New Jersey 2..	Oct. 12-Dec. 31..	Oct. 12-Nov. 10..		
New York 2..	Nov. 25-Dec. 10..	Nov. 21-Dec. 20..		
North Carolina 2..	Nov. 3-Dec. 22..	Oct. 20-Dec. 18..		
Pennsylvania 2..	Oct. 12-Nov. 15..	Oct. 12-Dec. 18..		
Rhode Island 2..	Dec. 21-Dec. 30..	Oct. 12-Jan. 8..		
South Carolina 2..	Nov. 10-Dec. 29..	Nov. 10-Jan. 8..		
Vermont 2..	Oct. 12-Nov. 20..	Oct. 1-Nov. 29..		
Virginia 2..	Nov. 10-Dec. 29..	Nov. 10-Jan. 8..		
West Virginia 2..	Oct. 22-Nov. 1..	Oct. 13-Dec. 11..		

¹ Shooting hours: On the opening day of the season for ducks and coots (including both opening days of a split season) shooting will begin at 12 o'clock noon (standard time). Whenever the opening day of any season on geese, brant, or Wilson's snipe is concurrent in a State with the opening day of the season on ducks and coots in that State, shooting hours on all species will start at 12 o'clock noon. On all other open days for ducks and coots and during the entire season (including opening days) on geese, brant, and Wilson's snipe the shooting hours will be from sunrise until sunset. *Provided*, That if the open season on geese, brant, or Wilson's snipe in a State is in progress at the time the season in that State opens on ducks and coots, shooting on those species (geese, brant or Wilson's snipe) will start at sunrise.

² Ducks: No open season is prescribed on canvasback and redhead ducks. The daily bag limit may not include more of the following species than: (a) 1 hooded merganser; (b) 2 wood ducks; and (c) 2 mallard or black ducks, singly or in the aggregate of both kinds. The possession limit may not include more of the following species than: (a) 1 hooded merganser; (b) 2 wood ducks; and (c) 4 mallard or black ducks, singly or in the aggregate of both kinds. In all States in the Flyway in addition to other bag and possession limits, 2 additional scaup ducks are allowed in the daily bag limit and 4 additional scaup ducks are allowed in the possession limit. In addition to the limits on other ducks, the daily bag limit on American and red-breasted mergansers is 5 and the possession limit is 10, singly or in the aggregate of both kinds. In the States of Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, Virginia, and West Virginia, the daily bag limit is 2 ducks and the possession limit is 4 ducks. In the States of Florida, Georgia, New Hampshire, South Carolina, and Vermont, the daily bag limit is 3 ducks and the possession limit is 6 ducks.

³ Pennsylvania: In Crawford County, the open season for taking geese is Oct. 20-Dec. 8 and the daily bag limit may not include more than 1 Canada goose or subspecies.

⁴ New York: On Long Island and that part of Westchester County lying south of the Hutchinson River Parkway, the open season for taking ducks and coots is Oct. 20-Nov. 3 and Nov. 30-Dec. 29, and for taking geese and brant Oct. 20-Nov. 3 and Nov. 15-Dec. 29.

⁵ Notwithstanding the provisions of 50 CFR 10.3(b)(4), the shooting of crippled waterfowl from a motorboat under power will be permitted on the coastal waters of New York lying in Long Island Sound and on the coastal waters of Connecticut, Rhode Island, Massachusetts, New Hampshire, and Maine lying outside of established harbors and seaward from the mouths of rivers and streams under the following conditions: Any person who cripples any migratory waterfowl while shooting from a fixed position may, within a 200 yard radius of such fixed position, pursue, shoot, and retrieve such crippled birds from a motorboat under power.

⁶ Note: Check State regulations for additional State restrictions.

(d) Mississippi Flyway States.

	Ducks	Coots	Geese
Daily bag limit..	2	6	2
Possession limit..	4	6	5
Shooting hours 1..	Sunrise until sunset (standard time) on all species.		
Seasons in:			
Alabama 2..	Dec. 5-Dec. 29..	Nov. 10-Jan. 8..	
Arkansas 2 10..	Dec. 6-Dec. 30..	Oct. 1-Dec. 30..	
Illinois 2 10..	Oct. 26-Nov. 19..	Oct. 20-Dec. 18..	
Indiana 2..	Nov. 2-Nov. 26..	Oct. 20-Dec. 18..	
Iowa 2..	Oct. 27-Nov. 20..	Oct. 6-Dec. 4..	
Kentucky 2..	Dec. 6-Dec. 30..	Nov. 15-Jan. 13..	
Louisiana 2 2..	Nov. 30-Dec. 24..	Nov. 15-Jan. 13..	
Michigan 2..	Oct. 12-Nov. 5..	Oct. 12-Dec. 10..	
Minnesota 2 10..	Oct. 13-Nov. 6..	Oct. 12-Dec. 4..	
Mississippi 2..	Dec. 6-Dec. 30..	Oct. 20-Nov. 15..	
Missouri 2..	Nov. 2-Nov. 26..	Dec. 12-Jan. 13..	
Ohio 2..	Oct. 17-Nov. 30..	Oct. 8-Nov. 6..	
Tennessee 2 10..	Dec. 6-Dec. 30..	Dec. 10-Jan. 8..	
Wisconsin 2 10..	Oct. 13-Nov. 6..	Oct. 17-Dec. 15..	
		Nov. 1-Nov. 21..	
		Dec. 6-Jan. 13..	
		Oct. 1-Nov. 29..	

¹ Shooting hours: On the opening day of the season for ducks and coots (including both opening days of a split season) shooting will begin at 12 o'clock noon (standard time). Whenever the opening day of any season on geese, brant, or Wilson's snipe is concurrent in a State with the opening day of the season on ducks and coots in that State, shooting hours on all species will start at 12 o'clock noon. On all other open days for ducks and coots and during the entire season (including opening days) on geese, brant, and Wilson's snipe the shooting hours will be from sunrise until sunset. *Provided*, That if the open season on geese, brant, or Wilson's snipe in a State is in progress at the time the season in that State opens on ducks and coots, shooting on those species (geese, brant, or Wilson's snipe) will start at sunrise.

² Ducks: No open season is prescribed on canvasback and redhead ducks. The daily bag limit may not include more of the following species than: (a) 1 hooded merganser; (b) 2 wood ducks; and (c) 1 mallard or 1 black duck. The possession limit may not include more of the following species than: (a) 1 hooded merganser; (b) 2 wood ducks; and (c) 2 mallard or black ducks, singly or in the aggregate of both kinds. In all States in the Flyway in addition to other bag and possession limits, 2 additional scaup ducks are allowed in the daily bag limit and 4 additional scaup ducks are allowed in the possession limit. In addition to the limits on other ducks, the daily bag limit on American and red-breasted mergansers is 5 and the possession limit is 10, singly or in the aggregate of both kinds.

³ Geese: In all States in the Flyway, the daily bag and possession limit may not include, in the alternative, more than: (a) 2 Canada geese or subspecies; (b) 2 white-fronted geese; or (c) 1 Canada goose or subspecies and 1 white-fronted goose. No open season is prescribed in the States of Louisiana and Arkansas for taking Canada geese or subspecies.

⁴ Illinois: In the Counties of Alexander, Jackson, Union, and Williamson only, the combined kill of Canada geese will be limited to a total of 10,000 birds; and when it has been determined by the Director, Bureau of Sport Fisheries and Wildlife, that 10,000 Canada geese have been killed in these four counties, the season for taking geese therein will be closed by the Director upon having given public notice thereof through local information media no less than 48 hours in advance of the time and day of closing.

⁵ Louisiana: For the lands and waters of the State of Louisiana lying easterly of the centerline of the main navigable channel of the Mississippi River between the northerly boundary of Louisiana to latitude 31° N., the season for taking ducks and coots is Dec. 6-Dec. 30 and the season for taking geese is Oct. 20-Nov. 15 and Dec. 12-Jan. 13. In this area the daily bag and possession limits on geese may not include, in the alternative, more than: (a) 2 Canada geese or subspecies; (b) 2 white-fronted geese; or (c) 1 Canada goose or subspecies and 1 white-fronted goose.

⁶ Mississippi: For the lands and waters of the State of Mississippi lying westerly of the centerline of the main navigable channel of the Mississippi River between the northerly boundary of Louisiana to latitude 31° N., the season for taking ducks and coots is Nov. 30-Dec. 24 and the season for taking geese is Nov. 15-Jan. 13. In this area the season is closed for the taking of Canada geese or subspecies and the daily bag and possession limits may not include more than 2 white-fronted geese.

⁷ Missouri: In those portions of the Missouri Counties of Livingston, Carroll, Lafayette, Saline, Howard, Chariton, and Linn bounded by roads starting at the junction of U.S. Highways 36 and 65 at Chillicothe in Livingston County; thence south along U.S. Highway

65 to Waverly in Lafayette County; thence east along U.S. Highway 65 to the junction with State Highway 41 at Marshall in Saline County; thence east along State Highway 41 to the junction with State Highway 240; thence north and east along State Highway 240 to the junction with State Highway 5 at Glasgow in Howard County; thence north along State Highway 5 to the junction with U.S. Highway 36 north of Marceline in Linn County; thence west along U.S. Highway 36 to the point of beginning, the combined kill of Canada geese will be limited to a total of 20,000 birds. When it has been determined by the Director, Bureau of Sport Fisheries and Wildlife, that 20,000 Canada geese have been killed in this area, the season for taking geese therein will be closed by the Director upon having given public notice thereof through local information media no less than 48 hours in advance of the time and day of closing.

⁸ Ohio: For Pymatuning reservoir in Ashtabula County and 1/4 mile in any direction from said reservoir, the season for taking ducks, coots, and geese is Oct. 20-Dec. 8. In this area the daily bag limit is 2 geese of which not more than 1 may be a Canada goose or subspecies and the possession limit is 4 geese.

⁹ Wisconsin: In the Counties of Dodge, Fond du Lac, and those portions of Juneau, Monroe, and Wood Counties bounded by roads starting at the junction of Highways 173 and 80 south of Babcock in Wood County; thence south and west along Highway 173 to the junction with County Road "N"; thence south along County Road "N" to the junction with Highways 14 and 16 east of Tremah in Monroe County; thence south and east along Highways 14 and 16 to the junction with Highway 80 at New Lisbon in Juneau County; thence north along Highway 80 through Needah to the point of beginning, the combined kill of Canada geese will be limited to a total of 8,000 birds; and when it has been determined by the Director, Bureau of Sport Fisheries and Wildlife, that 8,000 Canada geese have been killed in this area, the season for taking geese therein will be closed by the Director upon having given public notice thereof through local information media no less than 48 hours in advance of the time and day of closing.

¹⁰ Note: Check State regulations for additional State restrictions.

(e) Central Flyway States.

	Ducks	Coots	Geese (except Ross' geese)
Daily bag limit..	2	6	2
Possession limit..	4	6	5
Shooting hours 1..	Sunrise until sunset (standard time) on all species.		
Seasons in:			
Colorado (east of continental divide). 2 4..	Nov. 9-Dec. 3..	Oct. 31-Jan. 13..	
Kansas 2..	Nov. 3-Nov. 27..	Oct. 6-Dec. 19..	
Montana (east of continental divide). 2..	Oct. 14-Nov. 7..	Oct. 7-Dec. 5..	
Nebraska 2..	Oct. 20-Nov. 13..	Oct. 1-Dec. 14..	
New Mexico (east of continental divide). 2..	Dec. 6-Dec. 30..	Dec. 1-Jan. 13..	
North Dakota 2..	Oct. 12-Nov. 5..	Oct. 6-Dec. 4..	
Oklahoma 2..	Nov. 8-Dec. 2..	Oct. 13-Dec. 26..	
South Dakota 2..	Oct. 19-Nov. 12..	Oct. 1-Dec. 11..	
Texas 2..	Dec. 6-Dec. 30..	Oct. 31-Jan. 13..	
Wyoming (east of continental divide). 2..	Oct. 22-Nov. 15..	Oct. 18-Oct. 31..	
		Nov. 14-Jan. 13..	

¹ Shooting hours: On the opening day of the season for ducks and coots (including both opening days of a split season) shooting will begin at 12 o'clock noon (standard time). Whenever the opening day of any season on geese, brant, or Wilson's snipe is concurrent in a State with the opening day of the season on ducks and coots in that State, shooting hours on all species will start at 12 o'clock noon. On all other open days for ducks and coots and during the entire season (including opening days) on geese, brant, and Wilson's snipe the shooting hours will be from sunrise until sunset. *Provided*, That if the open season on geese, brant, or Wilson's snipe in a State is in progress at the time the season in that State opens on ducks and coots, shooting on those species (geese, brant, or Wilson's snipe) will start at sunrise.

² Ducks: No open season is prescribed on canvasback and redhead ducks. The daily bag limit may not include more of the following species than: (a) 1 hooded merganser; (b) 2 wood ducks; and (c) 1 mallard duck. The possession limit may not include more of the following species than: (a) 1 hooded merganser; (b) 2 wood ducks; and (c) 2 mallard ducks. In all States in the Flyway in addition to other bag and possession limits, 2 additional scaup ducks are allowed in the daily bag

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limit and 4 additional scaup ducks are allowed in the possession limit. In addition to the limits on other ducks, the daily bag limit on American and red-breasted mergansers is 5 and the possession limit is 10, singly or in the aggregate of both kinds.

³ Geese: In all States in the Flyway, the daily bag or possession limit may not include, in the alternative, more than: (a) 1 white-fronted goose; (b) 1 white-fronted goose and 1 Canada goose or subspecies; or (c) 2 Canada

geese or subspecies: *Provided*, That no open season is prescribed on snow and blue geese in Beaverhead, Gallatin, and Madison Counties, Montana; nor on Canada geese in that portion of Larimer County, Colorado, lying north of U.S. Highway 34 and west of U.S. Highway 87.

⁴ NOTE: Check State regulations for additional State restrictions.

(f) Pacific Flyway States.

	Ducks	Coots and Gallinules (singly or aggregate)	Geese (except Ross's geese)	Brant
Daily bag limit.....	(2) (2)	25	46	3
Possession limit.....	(2) (2)	25	46	3
Shooting hours ¹	One-half hour before sunrise until sunset (standard time) on all species.			
Seasons in:				
Arizona ⁴	{ Oct. 6-Oct. 29..... Nov. 24-Jan. 6..... }	{ Oct. 24-Jan. 6..... Dec. 13-Nov. 19..... }	Closed season.	
California ^{4, 5}	{ Oct. 13-Nov. 19..... Dec. 8-Jan. 6..... }	{ Oct. 13-Nov. 19..... Dec. 8-Jan. 6..... }	Dec. 1-Feb. 13.	
Colorado (west of continental divide) ⁷	{ Oct. 12-Dec. 25..... Oct. 17-Dec. 30..... }	{ Oct. 12-Dec. 25..... Oct. 17-Dec. 30..... }	Closed season.	
Idaho ⁴	{ Oct. 17-Dec. 30..... Oct. 14-Dec. 27..... }	{ Oct. 17-Dec. 30..... Oct. 14-Dec. 27..... }	Do.	
Montana (west of continental divide).....	{ Oct. 13-Dec. 16..... Dec. 1-Jan. 6..... }	{ Oct. 13-Dec. 16..... Dec. 1-Jan. 6..... }	Do.	
Nevada ^{4, 6}	{ Oct. 6-Dec. 19..... Oct. 20-Jan. 2..... }	{ Dec. 1-Jan. 6..... Oct. 20-Jan. 2..... }	Dec. 1-Feb. 13.	
New Mexico (west of continental divide) ⁷	{ Oct. 13-Dec. 26..... Oct. 13-Dec. 26..... }	{ Oct. 13-Dec. 26..... Oct. 13-Dec. 26..... }	Closed season.	
Oregon ²	{ Oct. 13-Dec. 26..... Oct. 12-Dec. 25..... }	{ Oct. 13-Dec. 26..... Oct. 12-Dec. 25..... }	Dec. 2-Feb. 14.	
Utah ⁴	{ Oct. 13-Dec. 26..... Oct. 12-Dec. 25..... }	{ Oct. 13-Dec. 26..... Oct. 12-Dec. 25..... }	Closed season.	
Washington ⁴	{ Oct. 13-Dec. 26..... Oct. 12-Dec. 25..... }	{ Oct. 13-Dec. 26..... Oct. 12-Dec. 25..... }	Closed season.	
Wyoming (west of continental divide).....	{ Oct. 13-Dec. 26..... Oct. 12-Dec. 25..... }	{ Oct. 13-Dec. 26..... Oct. 12-Dec. 25..... }	Closed season.	

¹ Shooting hours: On the opening day of the season for ducks and coots (including both opening days of a split season) shooting will begin at 12 o'clock noon (standard time). Whenever the opening day of any season on geese, brant, or Wilson's snipe is concurrent in a State with the opening day of the season on ducks and coots in that State, shooting hours on all species will start at 12 o'clock noon. On all other open days for ducks and coots and during the entire season (including opening days) on geese, brant, and Wilson's snipe the shooting hours will be from one-half hour before sunrise until sunset: *Provided*, That if the open season on geese, brant, or Wilson's snipe in a State is in progress at the time the season in that State opens on ducks and coots, shooting on those species (geese, brant, or Wilson's snipe) will start at one-half hour before sunrise.

² Ducks: No open season is prescribed on canvasback and redhead ducks. The daily bag and possession limits may not include more of the following species than: (a) 1 hooded merganser; and (b) 2 wood ducks. In addition to the limits on other ducks, the daily bag limit on American and red-breasted mergansers is 5 and the possession limit is 10, singly or in the aggregate of both kinds. In the States of Arizona, California, Idaho, and Utah and in that portion of the State of Montana lying west of the continental divide, the daily bag and possession limit is 5 ducks. In the States of Nevada, Oregon, and Washington and those portions of the States of Colorado, New Mexico, and Wyoming lying west of the continental divide, the daily bag limit is 4 ducks and the possession limit is 8 ducks.

³ Ducks: In the Washington Counties of Adams, Asotin, Benton, Columbia, Douglas, Franklin, Garfield, Grant, Kittitas, Klickitat, Lincoln, Spokane, Walla Walla, Whitman, and Yakima; in the Idaho Counties of Ada, Benewah, Blaine, Camas, Canyon, Cassia, Elmore, Gem, Gooding, Jerome, Kootenai, Latah, Lewis, Lincoln, Minidoka, Nez Perce, Owyhee, Payette, Twin Falls, and Washington; and in the Oregon Counties of Baker, Gilliam, Malheur, Morrow, Sherman, Umatilla, Union, Wallowa, and Wasco, in addition to other bag and possession limits on ducks, 2 additional mallard ducks are allowed in the daily bag limit and 4 additional mallard ducks are allowed in the possession limit.

⁴ Geese: In all States in the Flyway, the daily bag limit may not include more than 3 geese of the dark species: *Provided*, That in the States of Washington and Idaho the daily bag limit is 3 geese and the possession limit is 6 geese; in the entire States of Arizona and Utah, and in Clark County, Nevada, and Bear Lake, Bonneville, and Caribou Counties, Idaho, the daily bag and possession limit may not include more than 2 Canada geese or subspecies; in California Fish and Game District No. 22, the daily bag limit may not include more than 1 Canada goose or subspecies and the season for taking Canada geese shall close at sunset December 25, 1962; and no open season is prescribed for the taking of snow geese in the Idaho Counties of Clark, Fremont, Madison, and Teton.

⁵ California: In that portion of the State lying east and north of a line beginning at the point where U.S. Highway 99 intersects the California-Oregon State line; thence south and east along U.S. Highway 99 to the junction with State Highway 89; thence south and east along State Highway 89 to the junction with Alternate U.S. Highway 40; thence south and east along Alternate U.S. Highway 40 to the point of intersection with the California-Arizona State line, the open season for the taking of ducks, coots, gallinules, and geese is Oct. 20-Jan. 2. In this area the daily bag limit is 4 ducks and the possession limit is 8 ducks.

In those portions of San Bernardino, Riverside, and Imperial Counties lying east of a line beginning at the point where Highway 95 intersects the California-Nevada State line; thence south following Highway 95 to Blythe; thence south following the paved and graded road from Blythe through Ripley, Palo Verde, and Ogilby to its intersection with Highway 80; thence east following Highway 80 to its intersection with the California-Arizona State line, the open season for the taking of ducks, coots and gallinules is Oct. 6-Oct. 29 and Nov. 24-Jan. 6, and for taking geese Oct. 24-Jan. 6: *Provided*, That the season for taking Canada geese shall close at sunset December 25, 1962. In this area the daily bag and possession limit is 5 ducks; and the daily bag limit may not include more than 1 Canada goose or subspecies and the possession limit may not include more than 2 Canada geese or subspecies.

⁶ Nevada: In Clark County, the open season for taking geese is Oct. 13-Nov. 11 and Nov. 23-Dec. 25 and the daily bag and possession limit may not include more than 2 Canada geese or subspecies.

⁷ NOTE: Check State regulations for additional State restrictions.

3. Section 10.52 is amended by adding a new paragraph (c) to read as follows:

§ 10.52 Migratory game bird hunting seasons for Puerto Rico and the Virgin Islands.

(c) Puerto Rico and the Virgin Islands.

	Ducks	Coots	Wilson's snipe
Daily bag limit.....	3	6	8
Possession limit.....	6	6	8
Season dates.....	Dec. 15-Feb. 2....	Jan. 3-Feb. 2....	
Shooting hours. ¹	Sunrise until sunset (standard time) on all species.		

¹ Shooting hours: On the opening day of the season for ducks and coots, shooting hours are from 12 o'clock noon until sunset.

² Ducks: No open season is prescribed on canvasback and redhead ducks. The daily bag or possession limit may not include more than 1 hooded merganser and 2 wood ducks.

4. Section 10.53 is revised to read as follows:

§ 10.53 Seasons and limits on lesser sandhill (little brown) cranes and whistling swan.

Subject to the applicable provisions of the preceding sections of this part, the open seasons (dates inclusive), the areas open to hunting, the shooting hours, and the daily bag and possession limits on the species of migratory game birds designated in this section, are prescribed as follows:

(a) An open season for the taking of lesser sandhill (little brown) cranes of 30 consecutive days between Saturday, November 3, 1962, and Sunday, December 2, 1962, is prescribed in the New Mexico Counties of Lea, Chaves, Eddy, Curry, Roosevelt, Quay, and De Baca, and in that portion of the State of Texas lying west of a line from the International Toll Bridge in Del Rio, Val Verde County; thence northward following Highway 277 to its junction with Highway 87 at San Angelo in Tom Green County; thence northwesterly following Highway 87 to the point of its intersection with the Texas-New Mexico State line in Dallam County. The daily bag and possession limit is 2 lesser sandhill (little brown) cranes, and the shooting hours are from sunrise until sunset (standard time).

(b) A limited open season for the taking of whistling swans under special per-

mit is prescribed for the State of Utah subject to the following conditions: (1) Not more than 1,000 special permits will be issued which will authorize the permittee to take one (1) only whistling swan during the open season; (2) the open season dates and shooting hours will run concurrently with those prescribed for ducks in the State of Utah; and (3) the special permit forms will be furnished by the Bureau of Sport Fisheries and Wildlife to the Utah State Department of Fish and Game which will issue such permits to applicants without charge on a first-come-first-served basis.

(Sec. 3, 40 Stat. 755, as amended; 16 U.S.C. 704; E.O. 10250, 16 F.R. 5385, 3 CFR, 1949-1953 Comp., p. 757)

JOHN A. CARVER, JR.,
Acting Secretary of the Interior.

SEPTEMBER 7, 1962.

[F.R. Doc. 62-9143; Filed, Sept. 13, 1962;
8:45 a.m.]

Proposed Rule Making

DEPARTMENT OF THE TREASURY

Internal Revenue Service

[26 CFR Parts 48, 49]

MANUFACTURERS AND RETAILERS EXCISE TAXES, FACILITIES AND SERVICES EXCISE TAXES; CON- FORMITY WITH TAX RATE EXTEN- SION ACT OF 1962

Notice of Proposed Rule Making

Notice is hereby given, pursuant to the Administrative Procedure Act, approved June 11, 1946, that the regulations set forth in tentative form below are proposed to be prescribed by the Commissioner of Internal Revenue, with the approval of the Secretary of the Treasury or his delegate. Prior to the final adoption of such regulations, consideration will be given to any comments or suggestions pertaining thereto which are submitted in writing, in duplicate, to the Commissioner of Internal Revenue, Attention: T:P, Washington 25, D.C., within the period of 30 days from the date of publication of this notice in the FEDERAL REGISTER. Any person submitting written comments or suggestions who desires an opportunity to comment orally at a public hearing on these proposed regulations should submit his request, in writing, to the Commissioner within the 30-day period. In such case, a public hearing will be held, and notice of the time and place, and date will be published in a subsequent issue of the FEDERAL REGISTER. The proposed regulations are to be issued under the authority contained in section 7805 of the Internal Revenue Code of 1954 (68A Stat. 917; 26 U.S.C. 7805).

MORTIMER M. CAPLIN,
Commissioner of Internal Revenue.

In order to conform the Manufacturers and Retailers Excise Tax Regulations (26 CFR Part 48) under section 6421 of the Internal Revenue Code of 1954 and the Facilities and Services Excise Tax Regulations (26 CFR Part 49) under sections 4261, 4262, 4263, and 4264 of the Code to section 5 of the Tax Rate Extension Act of 1962 (Public Law 87-508, 76 Stat. 115), such regulations are amended as follows:

PARAGRAPH 1. Section 48.6421(b) is amended by revising paragraphs (1) (B) and (2) of section 6421(b) and by revising the historical note. These amended provisions read as follows:

§ 48.6421(b) Statutory provisions; gasoline used for certain nonhighway purposes or by local transit systems.

Sec. 6421. Gasoline used for certain non-highway purposes or by local transit systems. * * *

(b) Local transit systems—(1) Allowance. * * *

(B) The percentage which the ultimate purchaser's commuter fare revenue derived from such scheduled service during such quarter was of his total passenger fare revenue derived from such scheduled service during such quarter.

(2) Limitation. Paragraph (1) shall apply in respect of gasoline used during any calendar quarter only if at least 60 percent of the total passenger fare revenue derived during such quarter from scheduled service described in paragraph (1) by the person filing the claim was attributable to commuter fare revenue derived during such quarter by such person from such scheduled service.

[Sec. 6421(b) as added and in effect Jan. 1, 1959, and as amended by sec. 201(d) (2), Federal-Aid Highway Act 1959 (73 Stat. 615); sec. 5(c) (2) (A), Tax Rate Extension Act 1962 (76 Stat. 118)]

PAR. 2. Section 48.6421(b)-1 is amended by revising paragraph (a) (1) (ii) and the last two sentences of paragraph (a) (1), by revising paragraph (b) (2) and the last sentence of paragraph (b), and by adding a note at the end of paragraph (d). These amended provisions read as follows:

§ 48.6421(b)-1 Payments to ultimate purchaser of gasoline used by local transit systems.

(a) In general—(1) * * *

(ii) The percentage which the ultimate purchaser's commuter fare revenue derived from such scheduled service during such calendar quarter was of his total passenger fare revenue (not including, in the case of claims covering gasoline used before November 16, 1962, the tax imposed by section 4261 on the amount paid for the transportation of persons) derived from such scheduled service during such period.

However, payment in respect of gasoline used as provided in section 6421(b) (1) shall be made only as to gasoline purchased by an ultimate purchaser after June 30, 1956, and prior to October 1, 1972, and only if a properly executed claim is filed by the ultimate purchaser within the time prescribed in section 6421(c) (see § 48.6421(c)-1). For meaning of the terms "gasoline" and "commuter fare revenue", see paragraph (b) of § 48.4082-1 and paragraph (b) of § 48.6421(d)-1, respectively.

(b) 60-percent passenger fare revenue test. * * *

(2) At least 60-percent of the total passenger fare revenue was commuter fare revenue.

In determining the total of such passenger fare revenue there shall not be included revenue from such sources as charter fees, rentals of property, advertising, receipts, etc., and, in the case of claims covering gasoline used before November 16, 1962, the tax imposed by section 4261.

(d) Illustration. * * *

NOTE: The above example and tables apply to gasoline used before November 16, 1962, as well as on and after such date. However, since the tax with respect to transportation of persons by motor vehicle which begins after November 15, 1962, has been repealed, all references in the example and tables to such transportation tax should be disregarded with respect to gasoline used by a local transit system after November 15, 1962, and where the term "tax-exempt passenger fare revenue" is referred to, there should be substituted the term "commuter fare revenue" and wherever the term "taxable passenger fare revenue" is used, it shall mean any fare revenue received by the transit system which does not constitute "commuter fare revenue".

PAR. 3. Section 48.6421(c)-1(b) (2) is amended by revising subdivision (ii) (b), (c), and (d) and by adding a note at the end of subdivision (iii). These amended provisions read as follows:

§ 48.6421(c)-1 Claims.

(b) Form of claim. * * *

(2) Supporting evidence. * * *

(ii) Transit systems. * * *

(b) The total passenger fare revenue (not including, with respect to gasoline used before November 16, 1962, the tax imposed by section 4261) derived from the scheduled service described in (a) of this subdivision.

(c) The amount of such total passenger fare revenue derived from commuter fare revenue.

(d) A computation showing the percentage which the commuter fare revenue derived from the scheduled service was of the total passenger fare revenue ((c) divided by (b)).

(iii) Example. * * *

NOTE: The above table applies to gasoline used both before November 16, 1962, as well as on and after such date. However, since the tax with respect to transportation of persons by motor vehicle which begins after November 15, 1962, has been repealed, all references in such table to such transportation tax should be disregarded with respect to gasoline used by a local transit system after November 15, 1962, and where the term "tax-exempt passenger fare revenue" is referred to, there should be substituted the term "commuter fare revenue".

PAR. 4. Section 48.6421(d) is amended by revising section 6421(d) (2) and by revising the historical note. These amended provisions read as follows:

§ 48.6421(d) Statutory provisions; gasoline used for certain nonhighway purposes or by local transit systems; definitions.

SEC. 6421. Gasoline used for certain non-highway purposes or by local transit systems. * * *

(d) Definitions. * * *

(2) Commuter fare revenue. The term "commuter fare revenue" means revenue attributable to fares derived from the transportation of persons and attributable to—

(A) amounts paid for transportation which do not exceed 60 cents.

(B) Amounts paid for commutation or season tickets for single trips of less than 30 miles, or

(C) amounts paid for commutation tickets for one month or less.

[Sec. 6421(d) as added, amended, and in effect Jan. 1, 1959, and as amended by sec. 5(c)(2)(B), Tax Rate Extension Act 1962 (76 Stat. 119)]

PAR. 5. Paragraph (b) of § 48.6421(d)-1 is amended to read as follows:

§ 48.6421(d)-1 Definitions.

(b) *Commuter fare revenue.* As used in section 6421(b) and §§ 48.6421(b)-1, 48.6421(c)-1, and 48.6421(g)-1, the term "commuter fare revenue" means revenue attributable to fares derived from the transportation of persons and attributable to (1) amounts paid for transportation which do not exceed 60 cents, (2) amounts paid for commutation or season tickets for single trips of less than 30 miles, or (3) amounts paid for commutation tickets for one month or less.

PAR. 6. Paragraph (b) (1) and (2) of § 48.6421(g)-1 is amended to read as follows:

§ 48.6421(g)-1 Records to be kept.

(b) *Local transit systems.* * * *

(1) The total passenger fare revenue (not including with respect to gasoline used before November 16, 1962, the tax imposed by section 4261) derived from scheduled common carrier public passenger land transportation service along regular routes, and

(2) The commuter fare revenue derived from such scheduled service.

PAR. 7. Section 49.4261 is amended by revising section 4261 and by revising the historical note. These amended provisions read as follows:

§ 49.4261 Statutory provisions; imposition of tax; amounts paid within the United States; amounts paid outside the United States; seats, berths, etc.; by whom paid.

Sec. 4261. *Imposition of Tax—(a) Amounts paid within the United States.* There is hereby imposed upon the amount paid within the United States for taxable transportation (as defined in section 4262) of any person by air a tax equal to 5 percent of the amount so paid for transportation which begins after November 15, 1962, and before July 1, 1963.

(b) *Amounts paid outside the United States.* There is hereby imposed upon the amount paid without the United States for taxable transportation (as defined in section 4262) of any person by air, but only if such transportation begins and ends in the United States, a tax equal to 5 percent of the amount so paid for transportation which begins after November 15, 1962, and before July 1, 1963.

(c) *Seats, berths, etc.* There is hereby imposed upon the amount paid for seating or sleeping accommodations in connection with transportation with respect to which a tax is imposed by subsection (a) or (b) a tax equivalent to 5 percent of the amount so paid in connection with transportation which begins after November 15, 1962, and before July 1, 1963.

(d) *By whom paid.* Except as provided in section 4264, the taxes imposed by this sec-

tion shall be paid by the person making the payment subject to the tax.

[Sec. 4261 as amended and in effect Jan. 1, 1959, and as further amended by sec. 4, Tax Rate Extension Act 1959 (73 Stat. 158); sec. 202(a)(3), Public Debt and Tax Rate Extension Act 1960 (74 Stat. 290); sec. 3(a)(3), Tax Rate Extension Act 1961 (75 Stat. 193); sec. 5 (a) and (b), Tax Rate Extension Act 1962 (76 Stat. 115)]

PAR. 8. Section 49.4261-1 is amended to read as follows:

§ 49.4261-1 Imposition of tax; in general.

(a) *Transportation beginning before November 16, 1962.* Section 4261 imposes a tax equal to 10 percent of the amount paid for taxable transportation of persons by rail, motor vehicle, water, or air which begins before November 16, 1962. For the definition of the term "taxable transportation", see section 4262 and §§ 49.4262(a)-1 and 49.4262(b)-1. The tax accrues at the time payment is made for the transportation, irrespective of when the transportation is furnished if the transportation actually begins before November 16, 1962.

(b) *Transportation beginning after November 15, 1962.* Section 4261 imposes a tax equal to 5 percent of the amount paid for the air portion of taxable transportation of persons which begins after November 15, 1962, and before July 1, 1963. For definition of the term "taxable transportation", see section 4262 and §§ 49.4262(a)-1 and 49.4262(b)-1. The tax accrues at the time payment is made for the transportation, irrespective of when the transportation is furnished if the transportation actually begins after November 15, 1962, and before July 1, 1963.

(c) *In general.* The purpose of the transportation, whether business or pleasure, is immaterial. It is not necessary that the transportation be between two definite points. If not otherwise exempt, a payment for continuous transportation beginning and ending at the same point is subject to the tax. For the rate of tax with respect to amounts paid for seating and sleeping accommodations in connection with taxable transportation, see § 49.4261-9.

PAR. 9. Section 49.4261-2 is amended by revising the title, by striking out paragraph (a), by redesignating paragraph (b) as paragraph (a) and adding a new sentence at the end thereof, by redesignating paragraph (c) as paragraph (b), and by redesignating paragraph (d) as paragraph (c). These amended and added provisions read as follows:

§ 49.4261-2 Application of tax.

(a) *Tax on total amount paid.* The tax is measured by the total amount paid, whether paid at one time or collected at intervals during the course of a continuous transportation, as in the case of a carrier operating under the zone system. For the application of the tax with respect to amount paid for seating or sleeping accommodations in connection with taxable transportation, see § 49.4261-9.

(b) *Tax on transportation of each person.* * * *

(c) *Charges for nontransportation services.* * * *

PAR. 10. Paragraph (b) of § 49.4261-3 is amended to read as follows:

§ 49.4261-3 Payments made within the United States.

(b) *Other transportation—(1) Transportation beginning before November 16, 1962.* In the case of transportation beginning before November 16, 1962 (other than that described in paragraph (a) of this section), for which payment is made in the United States, the tax applies with respect to the amount paid for that portion of such transportation which is directly or indirectly from one port or station in the United States to another port or station in the United States. Transportation that (i) begins in the United States or in the 225-mile zone and ends outside such area, (ii) begins outside the United States or the 225-mile zone and ends inside such area, or (iii) begins outside the United States and ends outside such area is taxable only with respect to such portion of the transportation which is directly or indirectly from one port or station in the United States to another such port or station. Thus, on a trip from Chicago to London, England, with a stopover at New York, for which payment is made in the United States, the tax would apply to the part of the payment which is applicable to the transportation from Chicago to New York.

(2) *Transportation beginning after November 15, 1962.* In the case of transportation beginning after November 15, 1962 (other than that described in paragraph (a) of this section), for which payment is made in the United States, the tax applies with respect to the amount paid for that portion of such transportation by air which is directly or indirectly from one port or station in the United States to another port or station in the United States, but only if such portion is not a part of "uninterrupted international air transportation" within the meaning of section 4262(c)(3) and paragraph (c) of § 49.4262(c)-1. Transportation that

(i) Begins in the United States or the 225-mile zone and ends outside such area,

(ii) Begins outside the United States or the 225-mile zone and ends inside such area, or

(iii) Begins outside the United States and ends outside such area

is taxable only with respect to such portion of the transportation by air which is directly or indirectly from one port or station in the United States to another port or station in the United States, but only if such portion is not a part of "uninterrupted international air transportation" within the meaning of section 4262(c)(3) and paragraph (c) of § 49.4262(c)-1. Thus, on a trip by air from Chicago to London, England, with a stopover at New York, for which payment is made in the United States, if the portion from Chicago to New York is not a part of "uninterrupted international air transportation" within the meaning of section 4262(c)(3) and paragraph (c) of § 49.4262(c)-1, the tax would apply to

the part of the payment which is applicable to the transportation from Chicago to New York. However, if the portion from Chicago to New York is a part of "uninterrupted international air transportation" within the meaning of section 4262(c)(3) and paragraph (c) of § 49.4262(c)-1, the tax would not apply.

PAR. 11. Section 49.4261-4 is amended by revising paragraph (b) and by adding a new paragraph (d). These amended and added provisions read as follows:

§ 49.4261-4 Payments made within the United States; evidence of nontaxability.

(b) *Through tickets.* In the case of transportation which is wholly or in part not taxable transportation, the issuance of one ticket (commonly known as a "through ticket") covering such transportation will be sufficient to establish that the amount paid for such transportation is wholly or in part not subject to tax. Thus, if A purchases a through ticket in the United States for transportation by air which begins before November 16, 1962, from Chicago to Edmonton, Canada, with a stopover at Minneapolis, no further evidence will be required to establish that no tax applies with respect to the amount paid for the portion of transportation between Minneapolis and Edmonton. A similar result will be reached if a through ticket is purchased for the same air transportation which begins after November 15, 1962, and the trip is not "uninterrupted international air transportation" within the meaning of section 4262(c)(3) and paragraph (c) of § 49.4262(c)-1. See paragraph (d) of this section for the information to be inscribed on all tickets issued for uninterrupted international air transportation.

(d) *Tickets issued for uninterrupted international air transportation.* All tickets issued for "uninterrupted international air transportation" within the meaning of section 4262(c)(3) and paragraph (c) of § 49.4262(c)-1, whether through tickets or separate tickets, must have inscribed thereon, in addition to the other information required in the regulations in this subpart, sufficient information from which may be ascertained the scheduled arrival and departure time at each stopover point in the United States.

PAR. 12. Section 49.4261-7 is amended by revising paragraphs (g), (h)(1), and (i). These amended provisions read as follows:

§ 49.4261-7 Examples of payments subject to tax.

(g) *Combinations of rail, motor vehicle, water, or air transportation.* The tax applies to the total amount paid for transportation over the lines of a number of connecting carriers; and also with respect to transportation beginning before November 16, 1962, to the total amount paid for any combination of rail, motor vehicle, water, or air transportation, such as rail-air line, air line-motor bus, or motor bus-steamship, etc. For

transportation beginning after November 15, 1962, the tax will apply only to any portion of such transportation that is by air.

(h) *Chartered conveyances.* (1) An amount paid for the charter.

(i) Of a special car, train, motor vehicle, aircraft, or boat for transportation which begins before November 16, 1962, or

(ii) Of an aircraft for transportation which begins after November 15, 1962, provided no charge is made by the charterer to the persons transported, is subject to tax if the amount paid for the charter represents a per capita charge of more than 60 cents for each person actually transported.

(i) *All-expense tours.* Amounts paid for all-expense tours are subject to tax with respect to that portion representing transportation which is subject to tax. See paragraph (c) of § 49.4261-2 and paragraph (f)(4) of § 49.4261-8.

PAR. 13. Section 49.4261-8 is amended by revising paragraphs (c) and (d), and subparagraphs (3) and (5) of paragraph (f). These amended provisions read as follows:

§ 49.4261-8 Examples of payments not subject to tax.

(c) *Special baggage transportation equipment.* An amount paid for special baggage transportation equipment is not subject to the tax on the transportation of persons if separable from the payment for transportation of persons and if shown in the exact amount of the charge on the records covering the taxable transportation payment.

(d) *Circus or show conveyances.* The amount paid pursuant to a contract for the movement of a circus or show conveyance where the amount covers only the transportation of the performers, laborers, animals, equipment, etc., by such conveyances is not subject to the tax on the transportation of persons imposed by section 4261. However, if the contract payment also covers the issuance to advance agents, bill posters, etc., of circus or show scrip books, or other evidence of the right to transportation, for use on regular passenger conveyances, that portion of the contract payment properly allocable to such scrip books or other evidence is subject to the tax on the transportation of persons.

(f) *Miscellaneous charges.* * * *

(3) Charges for bridge or road toll, or a ferry charge of 60 cents or less, made in connection with the transportation beginning before November 16, 1962, of a person by bus. Charges incurred by the carrier which are part of its costs of operation, such as bridge tolls, road tolls, or ferry charges, paid by the carrier on account of the bus and driver, cannot be deducted from the charge made to the passenger in determining the taxable charges for transportation.

(5) Charges in connection with the charter of a land, water, or air convey-

ance for the transportation of persons beginning before November 16, 1962, or an air conveyance for transportation of persons which begins after November 15, 1962, such as for parking, icing, sanitation, "layover" or "waiting time", movement of equipment in deadhead service, dockage, wharfage, etc.

PAR. 14. Section 49.4261-9 is amended by revising paragraph (b) to read as follows:

§ 49.4261-9 Seats and berths; rate and application of tax.

(b) *Rate of tax.* The tax is imposed under section 4261(c) upon the amount paid for seating or sleeping accommodations at the following rates:

(1) 10 percent with respect to amounts paid in connection with taxable transportation by rail, motor vehicle, water, or air which begins before November 16, 1962.

(2) 5 percent with respect to amounts paid in connection with the air portion of any transportation which begins after November 15, 1962.

PAR. 15. Section 49.4262(a) is amended by revising section 4262(a) and by revising the historical note. These amended provisions read as follows:

§ 4262(a) Statutory provisions; definition of taxable transportation; taxable transportation; in general.

Sec. 4262. *Definition of taxable transportation*—(a) *Taxable transportation; in general.* For purposes of this subchapter, except as provided in subsection (b), the term "taxable transportation" means—

(1) Transportation which begins in the United States or in the 225-mile zone and ends in the United States or in the 225-mile zone; and

(2) In the case of transportation other than transportation described in paragraph (1), that portion of such transportation which is directly or indirectly from one port or station in the United States to another port or station in the United States, but only if such portion is not a part of uninterrupted international air transportation (within the meaning of subsection (c)(3)).

[Sec. 4262(a) as added and in effect Jan. 1, 1959, and as amended by sec. 5(b), Tax Rate Extension Act 1962 (76 Stat. 116)]

PAR. 16. Section 49.4262(a)-1 is amended by revising subparagraph (2) of paragraph (a), by adding a new sentence at the end of paragraph (a), by changing the title of paragraph (c), and amending so much of paragraph (c) as precedes example (1) thereof, by redesignating paragraph (d) as paragraph (e) and revising it, and by adding a new paragraph (d). These amended and added provisions read as follows:

§ 49.4262(a)-1 Taxable transportation.

(a) *In general.* Unless excluded under section 4262(b) (see § 49.4262(b)-1), taxable transportation means—

(1) Transportation which begins in the United States or in that portion of Canada or Mexico which is not more than 225 miles from the nearest point in the continental United States (the "225-mile zone") and ends in the United States or in the 225-mile zone; and

(2) In the case of any other transportation, that portion of such transporta-

tion which is directly or indirectly from one port or station in the United States to another port or station in the United States but, with respect to transportation which begins after November 15, 1962, only if such portion is not part of "uninterrupted international air transportation" within the meaning of section 4262(c)(3) and paragraph (c) of § 49.4262(c)-1. Transportation from one port or station in the United States to another port or station in the United States occurs whenever a carrier, after leaving any port or station in the United States, makes a regularly scheduled stop at another port or station in the United States irrespective of whether stopovers are permitted or whether passengers disembark.

The provisions of this paragraph are applicable whether the transportation is by rail, motor vehicle, water, or air, or any combination thereof, except that with respect to transportation which begins after November 15, 1962, the tax, if applicable, applies only to the amount paid for that portion of the transportation which is by air.

(c) *Illustrations of taxable transportation under section 4262(a)(2) beginning before November 16, 1962.* The following examples will illustrate the application of section 4262(a)(2) with respect to transportation beginning before November 16, 1962:

(d) *Illustrations of taxable transportation under section 4262(a)(2) beginning after November 15, 1962.* The following examples will illustrate the application of section 4262(a)(2) with respect to transportation beginning after November 15, 1962:

Example (1). A purchases in New York a round-trip ticket for transportation by air from New York to Nassau with a scheduled stopover of 10 hours in Miami on both the going and return trip. The amount paid for that part of the transportation from New York to Miami on the going trip is subject to tax, since such transportation is from one station in the United States to another station in the United States and the trip is not uninterrupted international air transportation because the scheduled stopover interval in Miami is greater than six hours. The amount paid for the return trip from Miami to New York is subject to tax for the same reason.

Example (2). A purchases a ticket in San Francisco for transportation to London with a stopover in New York. He is to travel by air from San Francisco to New York and from New York to London by water. He is scheduled to stopover in New York for 4 hours. That portion of the total amount paid by A for his transportation applicable to the air transportation between San Francisco and New York is subject to tax since such transportation is from one station in the United States to another station in the United States and is not a part of uninterrupted international air transportation since the complete trip from San Francisco to London is not entirely by air.

Example (3). A purchases a through ticket for air transportation from San Francisco to London with stopovers at Denver, Chicago, Philadelphia, and New York. At each stopover the air carrier has scheduled his arrival and departure within 6 hours. After arriving in Philadelphia A, for his own convenience, decides to stopover for more

than 6 hours. The total amount paid by A for his transportation from San Francisco to New York is subject to tax since the scheduled interval between the beginning or end and the end or beginning of any two segments of the domestic portion of international air transportation exceeded 6 hours. If the stopover interval in Philadelphia is extended for more than 6 hours by the carrier solely for its own convenience such as making repairs to the aircraft, the domestic portion of A's trip will not become taxable, provided A continues his international air transportation no later than on the first available flight offered by the carrier.

(e) *Illustrations of transportation which is not taxable transportation.* The following examples will illustrate transportation which is not taxable transportation:

- (1) New York to Trinidad with no intervening stops;
- (2) Minneapolis to Edmonton, Canada, with a stop at Winnipeg, Canada;
- (3) Los Angeles to Mexico City, Mexico, with stops at Tia Juana and Guadalupe, Mexico;
- (4) New York to Whitehorse, Yukon Territory, Canada, after November 15, 1962, by air with a scheduled stopover in Chicago of five hours.

Amounts paid for the transportation referred to in examples set forth in subparagraphs (1), (2), and (3) of this paragraph are not subject to the tax regardless of where payment is made, since none of the trips (i) begin in the United States or in the 225-mile zone and end in the United States or in the 225-mile zone, nor (ii) contain a portion of transportation which is directly or indirectly from one port or station in the United States to another port or station in the United States. The amount paid within the United States for the transportation referred to in the example set forth in subparagraph (4) of this paragraph is not subject to tax since the entire trip (including the domestic portion thereof) is "uninterrupted international air transportation" within the meaning of section 4262(c)(3) and paragraph (c) of § 49.4262(c)-1. In the event the transportation is paid for outside the United States, no tax is due since the transportation does not begin and end in the United States.

PAR. 17. Section 49.4262(b) is amended by revising section 4262(b) and by revising the historical note. These amended provisions read as follows:

§ 49.4262(b) Statutory provisions; exclusion of certain travel.

Sec. 4262. *Definition of taxable transportation.* * * *

(b) *Exclusion of certain travel.* For purposes of this subchapter, the term "taxable transportation" does not include that portion of any transportation which meets all 4 of the following requirements:

- (1) Such portion is outside the United States;
- (2) Neither such portion nor any segment thereof is directly or indirectly—
 - (A) Between (i) a point where the route of the transportation leaves or enters the continental United States, or (ii) a port or station in the 225-mile zone, and
 - (B) A port or station in the 225-mile zone;
- (3) Such portion—
 - (A) Begins at either (i) the point where the route of the transportation leaves the

United States, or (ii) a port or station in the 225-mile zone, and

(B) Ends at either (i) the point where the route of the transportation enters the United States, or (ii) a port or station in the 225-mile zone; and

(4) A direct line from the point (or the port or station) specified in paragraph (3) (A), to the point (or the port or station) specified in paragraph (3) (B), passes through or over a point which is not within 225 miles of the United States.

[Sec. 4262(b) as added and in effect Jan. 1, 1959, and as amended by sec. 5(b), Tax Rate Extension Act 1962 (76 Stat. 116)]

PAR. 18. Section 49.4262(b)-1 is amended by revising example (2) of paragraph (b)(2) and by revising the material set forth in the parentheses at the end of the example in paragraph (d). These amended provisions read as follows:

§ 49.4262(b)-1 Exclusion of certain travel.

- * * * * *
- (b) *Transportation to or from Alaska or Hawaii.* * * *
- (2) * * *

Example (2). B purchased combination rail-water transportation beginning before November 16, 1962, from Chicago to Juneau, Alaska, by way of Vancouver, Canada. The portion of the transportation from Vancouver to the point where the route of the transportation enters the three-mile limit off the coast of Alaska is not subject to tax.

* * * * *

(d) *Illustration.* * * *

Example. * * *

(All distances and fares assumed for purposes of this example. If transportation begins after November 15, 1962, the tax applies only to the amount paid for transportation by air and should be computed at the rate of 5 percent.)

PAR. 19. Section 49.4262(c) is amended by adding paragraph (3) to section 4262(c) and by revising the historical note. These amended and added provisions read as follows:

§ 49.4262(c) Statutory provisions; definitions; continental United States; 225-mile zone; uninterrupted international air transportation.

Sec. 4262. *Definition of taxable transportation.* * * *

(c) *Definitions.* * * *

(3) *Uninterrupted international air transportation.* The term "uninterrupted international air transportation" means any transportation by air which is not transportation described in subsection (a)(1) and in which—

(A) The scheduled interval between (i) the beginning or end of the portion of such transportation which is directly or indirectly from one port or station in the United States to another port or station in the United States and (ii) the end or beginning of the other portion of such transportation is not more than 6 hours, and

(B) The scheduled interval between the beginning or end and the end or beginning of any two segments of the portion of such transportation referred to in subparagraph (A) (i) is not more than 6 hours.

[Sec. 4262(c) as added and in effect Jan. 1, 1959, and as further amended by sec. 22(b), Alaska Omnibus Act (73 Stat. 146); sec. 18 (a), Hawaii Omnibus Act (74 Stat. 416); sec. 5(b), Tax Rate Extension Act 1962 (76 Stat. 117)]

PAR. 20. Section 49.4262(c)-1 is amended by adding a paragraph (c). The added provision reads as follows:

§ 49.4262(c)-1 Definitions.

(c) *Uninterrupted international air transportation.* For the purpose of the regulations in this subpart, the term "uninterrupted international air transportation" means transportation entirely by air which does not begin in the United States or in the 225-mile zone and end in the United States or in the 225-mile zone provided that

(1) Where the transportation within the United States involves one stop, the scheduled interval between the beginning or end of the United States portion of such air transportation and the end or beginning of the remainder of the air transportation, and

(2) Where the United States portion of such transportation involves two or more stops in the United States, the scheduled interval between the beginning or end of one segment and the end or beginning of the continuing segment of such United States portion

does not exceed six hours. Where the interval between arrival and departure time at any stopover point in the United States exceeds six hours, such transportation is not uninterrupted international air transportation even though the schedules of the air lines do not make possible scheduling within the six-hour limit. Where any interval scheduled for six hours or less is increased to exceed six hours, the transportation will continue to be uninterrupted international air transportation if the increase in time is attributable to delays in the arrival or departure of the scheduled air transportation. In such case the transportation shall continue to be uninterrupted international air transportation if the passenger continues his transportation no later than on the first available flight offered by the continuing carrier. However, if for any other reason such interval at any stopover is increased to more than 6 hours, the transportation will lose its classification of uninterrupted international air transportation. The tax applicable in such case shall be paid as provided in paragraph (a)(2) of § 49.4264(c)-1. The transportation from the point of origin in the United States to a port or station outside the United States and the 225-mile zone, with a stopover in the United States, must be scheduled at the time initial transportation is arranged for, in order for the United States portion of such transportation to qualify as uninterrupted international air transportation. For example, where arrangements are made in Chicago for transportation by air only to New York and separate arrangements are made in New York for transportation by air from New York to London, England, the Chicago to New York trip does not qualify as uninterrupted international air transportation even though the passenger may have departed on the London flight within six hours after arrival in New York.

PAR. 21. Section 49.4263(a) and the historical note are deleted and in lieu

thereof there is inserted the following new section and historical note:

§ 49.4263 Statutory provisions; exemptions.

Sec. 4263. *Exemptions.*—(a) *Commutation travel, etc.* The tax imposed by section 4261 shall not apply to amounts paid for transportation which do not exceed 60 cents, to amounts paid for commutation or season tickets for single trips of less than 30 miles, or to amounts paid for commutation tickets for one month or less.

(b) *Certain organizations.* The tax imposed by section 4261 shall not apply to the payment for transportation or facilities furnished to an international organization, or any corporation created by Act of Congress to act in matters of relief under the treaty of Geneva of August 22, 1864.

(c) *Members of the armed forces.* The tax imposed by section 4261 shall not apply to the payment for transportation or facilities furnished under special tariffs providing for fares of not more than 2.5 cents per mile applicable to round-trip tickets sold to personnel of the United States Army, Air Force, Navy, Marine Corps, and Coast Guard traveling in uniform of the United States at their own expense when on official leave, furlough, or pass, including cadets and midshipmen, issued on presentation of properly executed certificate.

(d) *Small aircraft on nonestablished lines.* The tax imposed by section 4261 shall not apply to transportation by aircraft having—

(1) A gross weight (as determined under regulations prescribed by the Secretary or his delegate) of less than 12,500 pounds, and

(2) A passenger seating capacity of less than ten adult passengers, including the pilot, except when such aircraft is operated on an established line.

[Sec. 4263 as redesignated and as amended and in effect Jan. 1, 1959, and as further amended by sec. 5(b), Tax Rate Extension Act 1962 (76 Stat. 117)]

PAR. 22. Section 49.4263(a)-1 is redesignated § 49.4263-1. The redesignated heading reads as follows:

§ 49.4263-1 Commutation tickets.

PAR. 23. Section 49.4263(a)-2 is redesignated § 49.4263-2 and paragraph (c) of the section as so redesignated is amended. The redesignated and amended provisions read as follows:

§ 49.4263-2 Charges not exceeding 60 cents.

(c) *Charters.* An amount paid for the charter of a car, train, motor vehicle, aircraft, or boat with respect to transportation beginning before November 16, 1962, or of an aircraft with respect to transportation beginning after November 15, 1962, is exempt from the tax, if the payment represents a per capita charge of sixty cents or less for each person actually transported.

§ 49.4263(b) [Deletion]

PAR. 24. Section 49.4263(b) is deleted.

§ 49.4263(b)-1 [Deletion]

PAR. 25. Section 49.4263(b)-1 is deleted.

§ 49.4263(c) [Deletion]

PAR. 26. Section 49.4263(c) is deleted.

§ 49.4263(c)-1 [Deletion]

PAR. 27. Section 49.4263(c)-1 is deleted.

§ 49.4263(d) [Deletion]

PAR. 28. Section 49.4263(d) is deleted.

PAR. 29. Section 49.4263(d)-1 is redesignated § 49.4263-3 and paragraph (c) of the section as so redesignated is amended. These redesignated and amended provisions read as follows:

§ 49.4263-3 Transportation furnished to certain organizations.

(c) *Evidence of right to exemption.* The right to exemption under section 4263(b) (and under former section 4263(d)) shall be established by the use of exemption certificate, Form 731. See section 4292 and the regulations thereunder for the rules applicable when the right to exemption is evidenced by exemption certificates.

§ 49.4263(e) [Deletion]

PAR. 30. Section 49.4263(e) is deleted.

PAR. 31. Section 49.4263(e)-1 is redesignated § 49.4263-4. The redesignated heading reads as follows:

§ 49.4263-4 Members of the armed forces.

§ 49.4263(f) [Deletion]

PAR. 32. Section 49.4263(f) is deleted.

PAR. 33. Section 49.4263(f)-1 is redesignated § 49.4263-5. The redesignated heading reads as follows:

§ 49.4263-5 Small aircraft on nonestablished lines.

PAR. 34. Immediately after § 49.4263-5 the following new section is inserted.

§ 49.4263-6 Exemptions applicable with respect to transportation beginning before November 16, 1962.

Section 5(b) of the Tax Rate Extension Act of 1962 repealed the exemptions contained in former section 4263(b) for motor vehicles with seating capacity of less than ten and in former section 4263(c) for fishing trips by boat effective with respect to transportation beginning after November 15, 1962. With respect to transportation which began before November 16, 1962, the tax imposed by section 4261 does not apply with respect to any amount paid for transportation.

(a) By a motor vehicle having a seating capacity of less than ten adult passengers, including the driver, unless such vehicle is operated on an established line, or

(b) By boat where the transportation is for the purpose of fishing from such boat.

In the case of the exemption with respect to a motor vehicle having a seating capacity of less than ten adult passengers, the term "operated on an established line" means operated with some degree of regularity between definite points. It does not necessarily mean that strict regularity of schedule is maintained; that the full run is always made; that a particular route is followed; or that intermediate stops are restricted. The term implies that the person rendering the service maintains and exercises control over the direction, route, time, number of passengers carried, etc.

PAR. 35. Section 49.4264(c) is amended by revising subsection (c) (3) of section 4264, and by revising the historical note. These amended provisions read as follows:

§ 49.4264(c) Statutory provisions; special rules; payment of tax.

Sec. 4264. *Special rules.* * * *

(c) *Payment of tax.* * * *

(3) Payment of such tax shall be made to the Secretary or his delegate, to the person to whom the payment for transportation was made, or, in the case of transportation other than transportation described in section 4262(a) (1), to any person furnishing any portion of such transportation.

[Sec. 4264(c) as added and in effect Jan. 1, 1959, and as amended by sec. 5(b), Tax Rate Extension Act 1962 (76 Stat. 118)]

PAR. 36. Section 49.4264(c)-1 is amended by revising paragraphs (a) and (c). These amended provisions read as follows:

§ 49.4264(c)-1 Special rule for the payment of tax.

(a) *Rule*—(1) *In general.* Except as provided in subparagraph (2) of this paragraph, when any tax imposed by section 4261 is not paid at the time payment for the transportation is made, then to the extent that such tax is not collected under any other provision of law, such tax shall be paid by the person paying for the transportation or by the person using the transportation. The provisions of section 4264(c) apply where the amount paid for transportation is (i) subject to tax at the time such payment is made, but no tax is paid at that time, or (ii) not subject to tax at the time such payment is made, but because of some subsequent event the payment becomes subject to tax. The payment of tax shall be made to the district director of internal revenue for the district in which the taxpayer resides, or to the person from whom the transportation was purchased, within 30 days after whichever of the following first occurs: (a) The rights to the transportation expire, or (b) the transportation becomes subject to tax. Such payment shall be accompanied with an explanation that it is being made in accordance with section 4264(c).

(2) *Transportation no longer qualifying as uninterrupted international air transportation.* In the case of a payment for transportation beginning after November 15, 1962, which qualifies as "uninterrupted international air transportation" within the meaning of section 4262(c) (3) and paragraph (c) of § 49.4262(c)-1 on the date such payment was made and which because of some subsequent event ceases to be uninterrupted international air transportation, to the extent that the tax due is not collected under any other provision of law, such tax shall be paid by the person paying for the transportation or by the person using the transportation. The payment of the tax shall be made to the air carrier which provides the next continuing portion of the transportation following the occurrence of the event which caused the transportation to cease to be uninterrupted international air

transportation and such carrier shall collect the tax at the time the flight is rescheduled or before furnishing the continuing transportation to the passenger, whichever is earlier, unless the carrier has evidence, in writing, that the tax has already been paid to (i) a district director, or (ii) the person to whom the payment for the international air transportation was originally made, or (iii) any person furnishing any portion of such transportation. Payment shall be accompanied with an explanation that it is being made in accordance with section 4264(c).

(c) *Illustrations.* The provisions of this section may be illustrated by the following examples:

Example (1). A purchases in New York a round-trip ticket for transportation between New York and London, England, with a stopover in Montreal, Canada. After arriving in Montreal A decides not to continue his trip to London and returns to New York. A is liable for tax with respect to the amount paid for his transportation from New York to Montreal and return. The amount paid for A's transportation became subject to tax at the time he began his return trip to New York, and within 30 days thereafter A must pay the tax to either the person from whom he purchased the ticket or his district director of internal revenue.

Example (2). A purchases in Chicago a ticket for air transportation to begin after November 15, 1962, from Chicago to London with a stopover in New York. A is scheduled to arrive in New York at 4:30 p.m. and depart from New York on the international portion at 7:30 p.m. A arrives in New York on schedule but for his own convenience reschedules his departure on a flight departing at 11:00 p.m. Since A lengthened the interval between the end of the United States portion and the beginning of the international portion beyond the 6-hour limitation, that portion of his international air transportation between Chicago and New York became subject to tax. The carrier furnishing A's transportation from New York to London shall, before furnishing him with any transportation or at the time he reschedules the remaining portion of his trip, whichever is earlier, collect the tax due on the Chicago to New York portion from A unless the carrier has written evidence that such tax has been paid to (i) a district director of internal revenue, or (ii) the person to whom the payment for the international air transportation was originally made, or (iii) any person furnishing any other portion of the international air transportation.

PAR. 37. Section 49.4264(e) is amended by revising section 4264(e) and by revising the historical note. The amended provisions read as follows:

§ 49.4264(e) Statutory provisions; special rules; round trips.

Sec. 4264. *Special rules.* * * *

(e) *Round trips.* In applying this subchapter to a round trip, such round trip shall be considered to consist of transportation from the point of departure to the destination, and of separate transportation thereafter.

[Sec. 4264(e) as added and in effect Jan. 1, 1959, and as amended by sec. 5(b), Tax Rate Extension Act 1962 (76 Stat. 116)]

PAR. 38. Section 49.4264(f) is amended by revising section 4264(f) and by revising the historical note. These amended provisions read as follows:

§ 49.4264(f) Statutory provisions; special rules; transportation outside the northern portion of the Western Hemisphere.

Sec. 4264. *Special rules.* * * *

(f) *Transportation outside the northern portion of the Western Hemisphere.* In applying this subchapter to transportation any part of which is outside the northern portion of the Western Hemisphere, if the route of such transportation leaves and reenters the northern portion of the Western Hemisphere, such transportation shall be considered to consist of transportation to a point outside such northern portion, and of separate transportation thereafter. For purposes of this subsection, the term "northern portion of the Western Hemisphere" means the area lying west of the 30th meridian west of Greenwich, east of the international date-line, and north of the Equator, but not including any country of South America.

[Sec. 4264(f) as added and in effect Jan. 1, 1959, and as amended by sec. 5(b), Tax Rate Extension Act 1962 (76 Stat. 118)]

PAR. 39. Paragraph (b) (1) of § 49.4264(f)-1 is amended to read as follows:

§ 49.4264(f)-1 Transportation outside the northern portion of the Western Hemisphere.

(b) *Transportation beginning before November 16, 1962, by water on a vessel*—

(1) *Special rule.* Section 4264(f) (2) prior to its amendment by section 5(b) of the Tax Rate Extension Act of 1962 provided a special rule in the case of transportation which begins before November 16, 1962, any part of which is outside the northern portion of the Western Hemisphere, by water on a vessel which makes one or more intermediate stops at ports within the United States on a voyage which (i) begins or ends in the United States, and (ii) ends or begins outside the northern portion of the Western Hemisphere. In such a case, a stop at an intermediate port within the United States at which such vessel is not authorized both to discharge and to take on passengers shall not be considered to be a stop at a port within the United States. A vessel is considered to be authorized both to discharge and to take on passengers at an intermediate port unless there is a legal or other authoritative prohibition of such traffic. For purposes of the preceding sentence, an order issued by the owner or operator of a vessel prohibiting such vessel from either discharging or taking on passengers at the intermediate port is not a legal or other authoritative prohibition of such traffic.

PAR. 40. There is inserted immediately after § 49.4287-1 the following:

TAX RATE EXTENSION ACT OF 1962

§ 49.9000 Statutory provisions; Tax Rate Extension Act of 1962; special credit or refund of transportation tax.

Section 5(e) of the Tax Rate Extension Act of 1962 (76 Stat. 119) provides as follows:

Sec. 5. Extension Through November 15, 1962, of Tax on Transportation of Persons, and Further Extension of Tax on Transportation of Persons by Air at 5-percent Rate

for Period November 16, 1962, Through June 30, 1963.

(e) *Special Credit or Refund of Transportation Tax.* Notwithstanding any other provision of law, in any case in which tax has been collected—

(1) Before November 16, 1962, for or in connection with the transportation of persons which begins on or after November 16, 1962, or

(2) After November 15, 1962, and before July 1, 1963, for or in connection with the transportation of persons by air which begins on or after July 1, 1963,

the person who collected the tax shall pay the same over to the United States; but credit or refund (without interest) of the tax collected in excess of that applicable (by reason of the amendments made by this section) shall be allowed to the person who collected the tax as if such credit or refund were a credit or refund under the applicable provision of the Internal Revenue Code of 1954, but only to the extent that, before the time such transportation has begun, he has repaid the amount of such excess to the person from whom he collected the tax, or has obtained the consent of such person to the allowance of the credit or refund. For the purpose of this subsection, transportation shall not be considered to have begun on or after November 16, 1962, or on or after July 1, 1963, as the case may be, if any part of the transportation paid for (or for which payment has been obligated) commenced before such date.

§ 49.9000-1 Special credit or refund provided by section 5(e) of the Tax Rate Extension Act of 1962.

(a) *In general.* Section 5(e) of the Tax Rate Extension Act of 1962 provides that a credit or refund shall be allowed (as if such credit or refund were a credit or refund under the applicable provisions of the Internal Revenue Code of 1954) to any person who (1) prior to November 16, 1962, collected tax at the rate of 10 percent of the amount paid for the transportation of persons by rail, water, motor vehicle, or air (including seating or sleeping accommodations) which begins on or after November 16, 1962, or (2) after November 15, 1962, and before July 1, 1963, collected tax at the rate of 5 percent on amounts paid for the transportation of persons by air (including seating or sleeping accommodations) which begins on or after July 1, 1963.

(b) *Amount of credit or refund.* The amount to be credited or refunded shall be (1) the tax collected in the case of transportation by rail, water, or motor vehicle which begins on or after November 16, 1962, (2) the excess of the tax collected over the rate of 5 percent in the case of transportation by air which begins on or after November 16, 1962, or (3) the tax collected on or after November 16, 1962, in the case of transportation of persons by air which begins on or after July 1, 1963.

(c) *Where and how to file claim or take a credit.* A claim for refund may be filed on Form 843 with the district director for the internal revenue district in which the amount claimed was paid. A credit for such amount may be taken against the tax shown to be due on a subsequent return.

(d) *Conditions precedent to the allowance of a claim or credit.* The credit or refund will be allowed only if all the following conditions are met:

(1) The tax has been collected at the higher rate (10 percent or 5 percent);

(2) Such tax actually has been paid over to the United States by the person claiming the credit or refund; and

(3) Prior to the time the transportation has begun, such person either (i) has reimbursed the person from whom the tax was collected for the amount representing the difference between the tax computed at the higher rate (10 percent or 5 percent) and the tax which would have been applicable (5 percent or no tax), or (ii) has obtained the written consent of the person from whom the tax was collected to the allowance of the credit or refund of such amount.

(e) *Evidence required.* In order to obtain a refund or credit under this section, the claimant must have satisfactory evidence to substantiate his right to such credit or refund, such as a signed, dated statement from the person from whom the tax was collected showing his name and address and the fact that such person has received payment of such excess or has consented to the allowance of the credit or refund to the claimant. The credit or refund may not be allowed if any part of the transportation paid for, or for which payment was obligated, commenced prior to November 16, 1962, or prior to July 1, 1963, as the case may be. Section 4264(e) and § 49.4264(e)-1 provide that a round trip shall be considered to consist of transportation from the point of departure to the destination and of separate transportation thereafter. Accordingly, in the case of a round-trip ticket if the transportation from the point of origin commenced before November 16, 1962, or July 1, 1963, credit or refund as provided in this section of tax collected with respect to the amount paid for the return portion of such ticket may be allowed if the transportation authorized by the return portion is begun after November 15, 1962, or June 30, 1963, as the case may be.

(f) *Interest.* No interest shall be allowed with respect to any amount of tax refunded or credited under the provisions of this section.

[F.R. Doc. 62-9242; Filed, Sept. 13, 1962; 8:52 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Indian Affairs

[25 CFR Part 142]

SALE OF LUMBER AND OTHER FOREST PRODUCTS PRODUCED BY INDIAN ENTERPRISES FROM THE FORESTS ON INDIAN RESERVATIONS

Notice of Proposed Rule Making

Notice is hereby given that pursuant to the authority vested in the Secretary of the Interior by the Revised Statutes, sections 161, 463, and 465 (5 U.S.C. 22; 25 U.S.C. 2 and 9), it is proposed to

amend Part 142 of Title 25, Code of Federal regulations.

The purpose of this amendment is to provide opportunities for organized tribal forest enterprises to conduct sales of lumber and other forest products. Bureau guidance over sales is needed for small-scale operations where the enterprise organization has limited experience in conducting such sales; or where no formal agreement has been entered into between the enterprise and the tribal representatives or individual Indians for the purchase of tribal or allotted stumpage.

Part 142 is recodified to incorporate numerous editorial corrections in addition to the substantive changes, above.

It is the policy of the Department of the Interior, whenever practicable, to afford the public an opportunity to participate in the rule making process. Accordingly, interested persons may submit written comments, suggestions, or objections with respect to the proposed amendment to the Bureau of Indian Affairs, Washington 25, D.C., within thirty days of the date of publication of this notice in the FEDERAL REGISTER.

Sec.

142.1	Definitions.
142.2	Purpose of regulations.
142.3	Applicability of regulations.
142.4	Sale in open market.
142.5	Advertisement in trade journals and newspapers.
142.6	Advertising, general.
142.7	Proposals for purchase.
142.8	Proposals to Government departments.
142.9	Cash sales.
142.10	Payments, discounts, and credit sales.
142.11	Commission sales agents.
142.12	Deposits.

AUTHORITY: §§ 142.1 to 142.12 issued under R.S. 161, 54 Stat. 504, as amended; 5 U.S.C. 22, 41 U.S.C. 6b.

§ 142.1 Definitions.

As used in this part:

(a) "Secretary" means Secretary of the Interior or his authorized representative.

(b) "Forest products" means lumber, lath, shingles, crating ties, bolts, logs, bark, pulpwood, or other marketable materials obtained from forests and authorized for removal by the Indian enterprises.

§ 142.2 Purpose of regulations.

The regulations in this Part 142 prescribe the terms and conditions under which forest products produced by Indian tribal enterprises from the forests of Indian reservations may be sold without compliance with section 3709 of the Revised Statutes.

§ 142.3 Applicability of regulations.

The regulations in this Part 142 are intended to be generally applicable except that they shall not apply to the Red Lake Reservation in Minnesota; or, as may be determined by the Secretary, to Indian enterprises that have entered into approved agreements for the use of tribal or allotted timber pursuant to § 141.6 of this chapter.

§ 142.4 Sale in open market.

The forest products obtained from the forests on Indian reservations by Indian enterprises may be sold in the open market at such prices as may be realized through the methods provided in this Part 142.

§ 142.5 Advertisement in trade journals and newspapers.

Forest products obtained from Indian reservation forests by Indian enterprises, may be advertised for sale in lumber trade journals of general circulation among persons, companies, or corporations interested in the buying and selling of forest products, and in newspapers in cities that may afford a favorable market for such forest products.

§ 142.6 Advertising, general.

Advertisement of forest products may also be made by circular letters and through personal interviews with the trade: *Provided*, That the travel expense incident thereto shall not be incurred without specific authority from the Secretary.

§ 142.7 Proposals for purchase.

Proposals for the purchase of forest products may be made to the Secretary, and he is authorized to quote prices and consummate sales at such times and/or such terms as are consistent with the regulations of this Part 142.

§ 142.8 Proposals to Government departments.

Proposals to sell may be made to municipalities, counties, states, of the United States and prices may be quoted to such agencies. Terms and payment in connection with such sales may be formulated in accordance with the general practice of such agencies.

§ 142.9 Cash sales.

All forest products of Indian forest enterprises shall be sold for cash f.o.b. mill or other point of delivery, except as provided in §§ 142.8 and 142.10. Adjustments and allowances on shipments of forest products after delivery to the buyer are authorized in accordance with generally accepted trade practices when such adjustments are essential by reason of off-grade shipments or errors in volume.

§ 142.10 Payments, discounts, and credit sales.

Shipments of forest products on open account shall be made only to persons or companies who have an acceptable credit rating. Credit on shipments of forest products sold on open account must not be extended beyond 60 days from date of receipt by the buyer. A cash discount in accordance with general trade practice and usually not exceeding two percent of mill value, may be allowed when the shipment is paid for within ten days of receipt by the consignee as evidenced by the original paid freight bill or other acceptable evidence.

§ 142.11 Commission sales agents.

Sales may be made through commission sales agents, for which they may be

No. 179—4

paid a commission on f.o.b. mill value of the shipment at approved rates. Sales may be made to wholesalers on which a discount at approved rates may be allowed.

§ 142.12 Deposits.

On all agreements to purchase for future delivery a deposit may be required. Such a deposit may be forfeited if the purchaser does not comply with the terms of sale. No agreement for sale and future delivery shall be made for a longer period than 60 days, except with the approval of the Secretary.

JOHN A. CARVER, Jr.,
Acting Secretary of the Interior.

SEPTEMBER 7, 1962.

[F.R. Doc. 62-9182; Filed, Sept. 13, 1962;
8:46 a.m.]

Fish and Wildlife Service**[50 CFR Part 33]****SPORT FISHING; WAPANOCCA NATIONAL WILDLIFE REFUGE, ARKANSAS****Proposed Addition to List of Open Areas**

Notice is hereby given that pursuant to the authority vested in the Secretary of the Interior by the Migratory Bird Conservation Act of February 18, 1929, as amended (45 Stat. 1222; 16 U.S.C. 715), it is proposed to amend 50 CFR 33.4 by the addition of the Wapanocca National Wildlife Refuge, Arkansas, to the list of wildlife refuge areas open to public sport fishing as legislatively permitted.

A public fishing plan for the Wapanocca National Wildlife Refuge has been prepared and it has been determined that regulated public sport fishing may be permitted without detriment to the objectives for which the area was established.

It is the policy of the Department of the Interior, whenever practicable, to afford the public an opportunity to participate in the rule making process. Accordingly, interested persons may submit written comments, suggestions, or objections, with respect to this proposed amendment, to the Director, Bureau of Sport Fisheries and Wildlife, Washington 25, D.C., within 30 days of the date of publication of this notice in the FEDERAL REGISTER.

1. Section 33.4 is amended by the addition of the following area as one where sport fishing is authorized.

§ 33.4 List of open areas; sport fishing.

* * * * *

ARKANSAS

Wapanocca National Wildlife Refuge.

JOHN A. CARVER, Jr.,
Acting Secretary of the Interior.

SEPTEMBER 7, 1962.

[F.R. Doc. 62-9181; Filed, Sept. 13, 1962;
8:46 a.m.]

National Park Service**[36 CFR Part 7]****LAKE MEAD NATIONAL RECREATION AREA, ARIZONA AND NEVADA****Alcoholic Beverages; Notice of Proposed Rule Making**

Notice is hereby given that pursuant to the authority contained in section 3 of the Act of August 25, 1916 (39 Stat. 535; 16 U.S.C. 3), 245 DM 1 (27 F.R. 6395), National Park Service Order No. 14 (19 F.R. 8824), Regional Director, Southwest Region, Order No. 3 (21 F.R. 1494), as amended, it is proposed to amend § 7.48 of Title 36, Code of Federal Regulations, as is set forth below. The purpose of this amendment is to establish reasonable regulations which will provide adequate control over the possession of alcoholic beverages by persons under 21 years of age.

It is the policy of the Department of the Interior whenever practicable, to afford the public an opportunity to participate in the rule making process. Accordingly, interested persons may submit written comments, suggestions, or objections with respect to the proposed amendment to the Superintendent, Lake Mead National Recreation Area, Boulder City, Nevada, within thirty days of the date of publication of this notice in the FEDERAL REGISTER.

A new paragraph (d) divided into subparagraphs, is added to § 7.48 to read as follows:

§ 7.48 Lake Mead National Recreation Area.

(d) *Alcoholic beverages.* (1) Sales or gifts of alcoholic beverages to persons under 21 years of age is prohibited.

(2) Possession of alcoholic beverages by persons under 21 years of age is prohibited.

CHARLES A. RICHEY,
Superintendent,
Lake Mead National Recreation Area.

[F.R. Doc. 62-9183; Filed, Sept. 13, 1962;
8:46 a.m.]

DEPARTMENT OF AGRICULTURE**Agricultural Marketing Service****[7 CFR Part 929]****CRANBERRIES GROWN IN CERTAIN STATES****Notice of Proposed Free and Restricted Percentages and Standards for Withheld Cranberries for 1962-63 Fiscal Period**

Handling of cranberries grown in the States of Massachusetts, Rhode Island, Connecticut, New Jersey, Wisconsin, Michigan, Minnesota, Oregon, Washington, and Long Island in the State of New York.

Consideration is being given to a proposal to establish, for the 1962-63 fiscal year beginning August 15, 1962, free and restricted percentages which percentages

shall be applied to all cranberries acquired during such fiscal period and to the establishment of standards withheld cranberries shall meet.

The proposed percentages and standards, which were recommended by the Cranberry Marketing Committee at its meeting August 31, 1962, would be established in accordance with the provisions of the marketing agreement and Order No. 929 (7 CFR Part 929; 27 F.R. 8101) regulating the handling of cranberries grown in the States of Massachusetts, Rhode Island, Connecticut, New Jersey, Wisconsin, Michigan, Minnesota, Oregon, Washington, and Long Island in the State of New York, effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674).

The proposal is as follows:

§ 929.201 Free and restricted percentages and standards for withheld cranberries.

The free percentage, restricted percentage, and standards for withheld cranberries applicable to all cranberries acquired during the fiscal period beginning August 15, 1962, and ending July 31, 1963, shall be (a) free percentage, 82 percent; (b) restricted percentage, 18 percent; and (c) each lot of cranberries withheld shall grade at least U.S. No. 1 grade, as set forth in the United States Standards for Fresh Cranberries for Processing (§§ 51.3030-51.3037; 22 F.R. 5853).

Consideration will be given to any written data, views, or arguments pertaining to the proposal which are received by the Director, Fruit and Vegetable Division, Agricultural Marketing Service, United States Department of Agriculture, Washington 25, D.C., not later than 10 days after the date of publication of this notice in the FEDERAL REGISTER.

Dated: September 7, 1962.

PAUL A. NICHOLSON,
*Acting Director, Fruit and
Vegetable Division, Agricultural
Marketing Service.*

[F.R. Doc. 62-9203; Filed, Sept. 13, 1962;
8:50 a.m.]

Agricultural Research Service

[9 CFR Part 16]

**MARKING, BRANDING, AND
IDENTIFYING PRODUCTS**

Notice of Proposed Rule Making

Notice is hereby given in accordance with section 4 of the Administrative Procedure Act (5 U.S.C. 1003) that the Department of Agriculture is considering amending Part 16 of the Federal Meat Inspection Regulations (9 CFR Part 16), pursuant to the Meat Inspection Act, as amended and extended (21 U.S.C. 71-91, 96) and section 306 of the Act of June 17, 1930, as amended (19 U.S.C. 1306), by adding thereto a new § 16.19 to read as follows:

§ 16.19 Failure to use, or detaching, altering, defacing, or destroying required marking or labeling prohibited.

The Meat Inspection Act (21 U.S.C. 79, 88) makes it a felony for any person, firm, or corporation, or officer, agent, or employee thereof, to fail to use or detach, without proper authority, or to knowingly or wrongfully alter, deface, or destroy any of the marks, stamps, tags, labels, or other identification devices provided for in the Act or the regulations thereunder on any meat or meat food products, or the containers thereof, subject to the Act. Accordingly any failure to use, or any detaching, altering, defacing, or destroying (including masking) of any marking or labeling required under the regulations in Parts 1-29 of this subchapter on any such product is prohibited, unless unavoidable in the customary subdivision or other processing or handling of the product.

Any person who wishes to submit written data, views or arguments concerning the proposed amendment may do so by filing them with the Director, Meat Inspection Division, Agricultural Research Service, U.S. Department of Agriculture, Washington 25, D.C., within 30 days after the date of publication of this notice in the FEDERAL REGISTER.

Done at Washington, D.C., this 10th day of September 1962.

M. R. CLARKSON,
*Acting Administrator,
Agricultural Research Service.*

[F.R. Doc. 62-9194; Filed, Sept. 13, 1962;
8:48 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Part 600]

[Airspace Docket No. 62-EA-17]

FEDERAL AIRWAYS

Withdrawal of Alteration Proposal

In a notice of proposed rule making published in the FEDERAL REGISTER as Airspace Docket No. 62-EA-17 on June 16, 1962 (27 F.R. 5747), it was stated that the Federal Aviation Agency proposed to alter low altitude VOR Federal airway No. 140 between Casanova, Va., and Millville, N.J., and to alter low altitude VOR Federal airway No. 8 south alternate between Martinsburg, W. Va., and Linden, Va.

Subsequent to publication of the notice, air traffic control procedures in the Washington, D.C., area have been revised to the extent that would obviate the requirement for the alteration of Victor 140 and Victor 8 south alternate as proposed. Accordingly, the notice is being withdrawn, and a new proposal will be issued together with other proposed airway alterations in the Washington area.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the

proposals contained in Airspace Docket No. 62-EA-17 are withdrawn.

(Sec. 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348))

Issued in Washington, D.C., on September 7, 1962.

CLIFFORD P. BURTON,
Chief, Airspace Utilization Division.

[F.R. Doc. 62-9171; Filed, Sept. 13, 1962;
8:45 a.m.]

[14 CFR Part 600]

[Airspace Docket No. 62-SW-8]

FEDERAL AIRWAYS

Amendment of Proposed Alteration

In a notice of proposed rule making published in the FEDERAL REGISTER on April 25, 1962 (27 F.R. 3931) it was stated that the Federal Aviation Agency (FAA) proposed to realign Intermediate altitude VOR Federal airway No. 1711 between Leona, Tex., and Dallas, Tex.

Subsequent to the publication of this notice, a further review of the air traffic control requirements and consideration of comments submitted by the Air Transport Association indicated that a dual route structure between Houston, Tex., and Dallas would better serve the present air traffic control procedures in these areas.

In consideration of the foregoing, the FAA proposes to amend the original proposal by further altering Victor 1711 and extending Intermediate altitude VOR Federal airway No. 1531 from Houston to Dallas.

It is proposed to realign Victor 1711 from the Houston VOR as a 16-mile wide airway via the intersection of the Houston VOR 353° and the Leona VOR 141° True radials; Leona VOR; intersection of the Leona VOR 353° and the Dallas VOR 155° True radials to the Dallas VOR.

In addition, it is proposed to extend Intermediate altitude VOR Federal airway No. 1531 from Dallas VOR as a 16-mile wide airway via the Dallas VOR 170° and the Leona VOR 338° True radials; Leona VOR; intersection of the Leona VOR 173° and the Houston VOR 314° True radials to the Houston VOR and to include Leona, Tex., as a compulsory reporting point on Victor 1531. This would expedite the transitioning of aircraft in the Dallas and Houston terminal areas.

In order to provide interested persons time to adequately evaluate this proposal, as modified herein, and an opportunity to submit additional written data, views or arguments, the date for filing such material will be extended to October 12, 1962.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), I hereby give notice that the time within which comments will be received for consideration on Airspace Docket No. 62-SW-8 is extended to October 12, 1962.

Communications should be submitted in triplicate to the Assistant Administrator, Southwest Region, ATTN: Chief, Air Traffic Division, Federal Aviation Agency, P.O. Box 1689, Fort Worth 1, Tex.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on September 10, 1962.

CLIFFORD P. BURTON,
Chief, Airspace Utilization Division.

[F.R. Doc. 62-9172; Filed, Sept. 13, 1962;
8:45 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[21 CFR Part 121]

FOOD ADDITIVES

Notice of Filing of Petition

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b) (5), 72 Stat. 1786; 21 U.S.C. 348 (b) (5)), notice is given that a petition (FAP 207) has been filed by E. I. du Pont de Nemours and Company, Wilmington 98, Delaware, proposing the issuance of a regulation to provide for the safe use

of perfluorocarbon resins as the food-contact surface of articles intended for use in producing, manufacturing, packing, processing, preparing, treating, packaging, transporting, or holding food.

Dated: September 10, 1962.

J. K. KIRK,
*Assistant Commissioner of
Food and Drugs.*

[F.R. Doc. 62-9188; Filed, Sept. 13, 1962;
8:47 a.m.]

[21 CFR Part 121]

FOOD ADDITIVES

Notice of Filing of Petition

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b) (5), 72 Stat. 1786; 21 U.S.C. 348 (b) (5)), notice is given that a petition (FAP 838) has been filed by Monsanto Chemical Company, 812 Monsanto Avenue, Springfield, Massachusetts, proposing the issuance of a regulation to provide for the safe use of modified melamine-formaldehyde resin as an impregnant for a refined cellulose filter cartridge for potable water, milk, and edible oils.

Dated: September 7, 1962.

J. K. KIRK,
*Assistant Commissioner of
Food and Drugs.*

[F.R. Doc. 62-9189; Filed, Sept. 13, 1962;
8:47 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Bureau of Customs

[AA 643.3-s]

ACRYLIC STAPLE FIBER FROM WEST GERMANY

Notice That There is Reason To Believe or Suspect Purchase Price or Exporter's Sales Price is Less or Likely To Be Less Than Foreign Market Value or Constructed Value

SEPTEMBER 10, 1962.

Pursuant to section 210(b) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(b)), notice is hereby given that there is reason to believe or suspect, from information presented to me, that the purchase price or exporter's sales price, whichever is applicable, of acrylic staple fiber manufactured in West Germany and sold by Textiel Fabriek Huizen, Huizen, Netherlands, is less or likely to be less than the foreign market value or constructed value, whichever is applicable, as defined by sections 203, 204, 205, and 206, respectively, of the Antidumping Act, 1921, as amended (19 U.S.C. 162, 163, 164, and 165).

Customs officers are being authorized to withhold appraisement of entries of acrylic staple fiber manufactured in West Germany and sold by Textiel Fabriek Huizen, Huizen, Netherlands, pursuant to § 14.9 of the Customs Regulations (19 CFR 14.9).

[SEAL]

PHILIP NICHOLS, Jr.,
Commissioner of Customs.

[F.R. Doc. 62-9199; Filed, Sept. 13, 1962;
8:49 a.m.]

DEPARTMENT OF AGRICULTURE

Office of the Secretary

UNDER SECRETARY OF AGRICULTURE, AND ASSISTANT SECRETARY OF AGRICULTURE FOR RURAL DEVELOPMENT AND CONSERVATION

Delegation of Authority Regarding Migratory Bird Conservation Commission

Pursuant to the authority vested in me by law, particularly Reorganization Plan No. 2 of 1953, the Under Secretary of Agriculture and the Assistant Secretary of Agriculture for Rural Development and Conservation are each separately authorized to perform any of my functions as a member of the Migratory Bird Conservation Commission established pursuant to the Migratory Bird Conservation Act (16 U.S.C. 715 et seq.). This authority shall include the taking of all actions which I might take as a member of said Commission as well as the attendance at meetings thereof as a member.

9152

This delegation of authority shall not preclude the Secretary of Agriculture from performing any of the functions prescribed herein.

Effective date: September 10, 1962.

ORVILLE L. FREEMAN,
Secretary.

[F.R. Doc. 62-9195; Filed, Sept. 13, 1962;
8:48 a.m.]

DELAWARE RIVER BASIN COMMISSION

PROPOSED CURRENT EXPENSE BUDGET FOR 1963-64 FISCAL YEAR

Notice of Public Hearing

In accordance with section 14.4(b) of the Delaware River Basin Compact, notice is hereby given of a public hearing to be held by the Delaware River Basin Commission on September 26, 1962. The subject of the hearing will be the Commission's proposed current expense budget for the fiscal year beginning July 1, 1963. Copies of the proposed current expense budget, in summary form, may be examined at the Commission's offices in Trenton (25 Scotch Road, Trenton, N.J.; Phone TUXedo 3-9500), and a limited number are available for distribution.

The public hearing will be held in the Lobby Lounge of the Shawnee Inn, Shawnee-On-Delaware, Pennsylvania, commencing at 11:15 a.m.

All persons or organizations desiring to be heard at the public hearing are requested to register in advance with the Secretary of the Commission.

W. BRINTON WHITALL,
Acting Secretary.

SEPTEMBER 13, 1962.

[F.R. Doc. 62-9198; Filed, Sept. 13, 1962;
8:49 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Office of Vocational Rehabilitation STATE ALLOTMENT PERCENTAGES

Promulgation

Pursuant to section 11(h) of the Vocational Rehabilitation Act (68 Stat. 661, 29 U.S.C. 41(h)), as amended, and section 47(g) of the Hawaii Omnibus Act (74 Stat. 423-424), and it having been found that the three most recent consecutive years for which satisfactory data are available from the Department of Commerce as to the per capita incomes of the States and of the United States are the years 1959, 1960, and 1961, the following allotment percentages for the several States, the District of Columbia,

the Virgin Islands, Puerto Rico, and Guam, as determined pursuant to said Acts and on the basis of said income data, are hereby promulgated, to be conclusive, except in the case of Alaska, for each of the two fiscal years in the period beginning July 1, 1963. In the case of Alaska, separate allotment percentages are hereby promulgated for each of said two fiscal years.

Alabama	67.05	Nevada	35.64
Alaska		New Hampshire	53.30
1964	58.16	New Jersey	40.04
1965	49.74	New Mexico	59.10
Arizona	54.58	New York	37.15
Arkansas	69.06	North Carolina	64.63
California	38.48	North Dakota	63.28
Colorado	48.06	Ohio	47.70
Connecticut	36.04	Oklahoma	58.56
Delaware	33 1/3	Oregon	49.57
District of Columbia	33 1/3	Pennsylvania	49.46
Florida	55.67	Rhode Island	50.45
Georgia	63.73	South Carolina	68.86
Hawaii	48.55	South Dakota	60.55
Idaho	59.64	Tennessee	65.02
Illinois	40.74	Texas	56.10
Indiana	51.04	Utah	56.57
Iowa	53.97	Vermont	58.02
Kansas	53.43	Virginia	58.20
Kentucky	64.84	Washington	47.74
Louisiana	63.57	West Virginia	62.42
Maine	58.56	Wisconsin	51.26
Maryland	45.80	Wyoming	48.94
Massachusetts	43.25	Guam	75.00
Michigan	48.53	Puerto Rico	75.00
Minnesota	53.32	Virgin Islands	75.00
Mississippi	73.28		
Missouri	50.23		
Montana	55.10		
Nebraska	52.62		

Dated: August 31, 1962.

[SEAL] ANTHONY J. CELEBREZZE,
Secretary.

[F.R. Doc. 62-9192; Filed, Sept. 13, 1962;
8:48 a.m.]

Public Health Service

STATE ALLOTMENT PERCENTAGES

Promulgation

Pursuant to section 631 (a) and (b) of Title VI of the Public Health Service Act, as amended (60 Stat. 1041, as amended, 42 U.S.C. 291i (a) and (b)),

And having found that the three most recent consecutive years for which satisfactory data are available from the Department of Commerce, as to the per capita incomes of States and of the United States, are the years 1959, 1960, and 1961.

The following allotment percentages for the several States, the District of Columbia, Puerto Rico, Guam, and the Virgin Islands, as determined pursuant to said Act and on the basis of said income data, are hereby promulgated for two fiscal years in the period beginning July 1, 1963:

Alabama	67.05	Colorado	48.06
Alaska	39.91	Connecticut	36.04
Arizona	54.58	Delaware	33 1/3
Arkansas	69.06	District of Columbia	33 1/3
California	38.48		

Florida	55.67	New York	37.15
Georgia	63.73	North Caro-	
Hawaii	48.55	lina	64.63
Idaho	59.64	North Dakota	63.28
Illinois	40.74	Ohio	47.70
Indiana	51.04	Oklahoma	58.56
Iowa	53.97	Oregon	49.57
Kansas	53.43	Pennsylvania	49.46
Kentucky	64.84	Rhode Island	50.45
Louisiana	63.57	South Caro-	
Maine	58.56	lina	68.86
Maryland	45.80	South Dakota	60.55
Massachu-		Tennessee	65.02
setts	43.25	Texas	56.10
Michigan	48.53	Utah	56.57
Minnesota	53.32	Vermont	58.02
Mississippi	73.28	Virginia	58.20
Missouri	50.23	Washington	47.74
Montana	55.10	West Virginia	62.42
Nebraska	52.62	Wisconsin	51.26
Nevada	35.64	Wyoming	48.94
New Hamp-		Puerto Rico	75.00
shire	53.30	Virgin Is-	
New Jersey	40.04	lands	75.00
New Mexico	59.10		

Dated: August 27, 1962.

[SEAL] LUTHER L. TERRY,
Surgeon General.

Approved: September 10, 1962.

ANTHONY J. CELEBREZZE,
Secretary of Health, Education,
and Welfare.[F.R. Doc. 62-9190; Filed, Sept. 13, 1962;
8:47 a.m.]

Social Security Administration

FEDERAL SHARES AND ALLOTMENT
PERCENTAGES FOR PURPOSES OF
CHILD WELFARE SERVICESPromulgation for the Fiscal Years
1964 and 1965

Pursuant to sections 524 (a), (b), and (c) of Title V, Part 3 of the Social Security Act, as amended (section 601, Social Security Amendments of 1958, Public Law 85-840),

And it having been found that the three most recent calendar years for which satisfactory data are available from the Department of Commerce as to the per capita income of States and of the continental United States are the years 1959, 1960, and 1961,

It is hereby promulgated for each of the two fiscal years in the period ending June 30, 1965, that for the said purposes, for each of the fifty States, Puerto Rico, the District of Columbia, the Virgin Islands and Guam, the Federal shares, as specified in said Act, or as determined pursuant thereto and on the basis of said income data, shall be as listed below,

It is hereby further promulgated for each of the two fiscal years in the period ending June 30, 1965, that for purposes of child welfare services under Title V, Part 3 of the Social Security Act, as amended, for each of the fifty States, Puerto Rico, the District of Columbia, the Virgin Islands and Guam, the allotment percentages, as specified in said Act, or as determined pursuant thereto and on the basis of said income data, shall be as listed below.

States	Federal shares	Allotment percentages
Alabama	66 $\frac{1}{2}$	67.05
Alaska	39.91	39.91
Arizona	54.58	54.58
Arkansas	66 $\frac{1}{2}$	69.06
California	38.48	38.48
Colorado	48.06	48.06
Connecticut	36.04	36.04
Delaware	33 $\frac{1}{2}$	32.50
District of Columbia	33 $\frac{1}{2}$	32.09
Florida	55.67	55.67
Georgia	63.73	63.73
Guam	66 $\frac{1}{2}$	70.00
Hawaii	48.55	48.55
Idaho	59.64	59.64
Illinois	40.74	40.74
Indiana	51.04	51.04
Iowa	53.97	53.97
Kansas	53.43	53.43
Kentucky	64.84	64.84
Louisiana	63.57	63.57
Maine	58.56	58.56
Maryland	45.80	45.80
Massachusetts	43.25	43.25
Michigan	48.53	48.53
Minnesota	53.32	53.32
Mississippi	66 $\frac{1}{2}$	70.00
Missouri	50.23	50.23
Montana	55.10	55.10
Nebraska	52.62	52.62
Nevada	35.64	35.64
New Hampshire	53.30	53.30
New Jersey	40.04	40.04
New Mexico	59.10	59.10
New York	37.15	37.15
North Carolina	64.63	64.63
North Dakota	63.28	63.28
Ohio	47.70	47.70
Oklahoma	58.56	58.56
Oregon	49.57	49.57
Pennsylvania	49.46	49.46
Puerto Rico	66 $\frac{1}{2}$	70.00
Rhode Island	50.45	50.45
South Carolina	66 $\frac{1}{2}$	68.86
South Dakota	60.55	60.55
Tennessee	65.02	65.02
Texas	56.10	56.10
Utah	56.57	56.57
Vermont	58.02	58.02
Virgin Islands	66 $\frac{1}{2}$	70.00
Virginia	58.20	58.20
Washington	47.74	47.74
West Virginia	62.42	62.42
Wisconsin	51.26	51.26
Wyoming	48.94	48.94

Effective date. This revision shall become effective on the date of its publication in the FEDERAL REGISTER.

Dated: August 27, 1962.

[SEAL] ROBERT M. BALL,
Commissioner of Social Security.

Approved: September 10, 1962.

ANTHONY J. CELEBREZZE,
Secretary.[F.R. Doc. 62-9191; Filed, Sept. 13, 1962;
8:48 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-5]

PENNSYLVANIA STATE UNIVERSITY

Notice of Proposed Issuance of Con-
struction Permit and Amendment
to Utilization Facility License

Please take notice that, unless within fifteen days after the publication of this notice in the FEDERAL REGISTER a request for a formal hearing is filed with the United States Atomic Energy Commission by The Pennsylvania State University ("the licensee") or a petition for leave to intervene is filed, as provided by and in accordance with the Commission's rules of practice (10 CFR Part 2), the Commission proposes to issue to the

licensee a construction permit substantially as set forth in Appendix A. The permit, as requested by the licensee in its application dated January 31, 1962, would authorize the licensee to enlarge the reactor bay and construct certain other additions to the nuclear reactor building which houses The Pennsylvania State University Reactor ("the reactor") licensed under Facility License No. R-2 and located on the licensee's campus in University Park, Pennsylvania.

Notice is also hereby given that upon completion of construction and inspection of the activities authorized by the construction permit the Commission may, without further prior public notice, issue an amendment to Facility License No. R-2, substantially as set forth in Appendix B, authorizing operation of the reactor in the modified reactor building as requested by the licensee's application dated January 31, 1962.

The Commission has found that the application complies with the requirements of the Atomic Energy Act of 1954, as amended, and the Commission's regulations set forth in Title 10, Chapter I, CFR.

For further details see (1) the hazards analysis prepared by the Research and Power Reactor Safety Branch of the Division of Licensing and Regulation and (2) the licensee's application dated January 31, 1962, both of which are available for public inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C. A copy of item (1) above may be obtained at the Commission's Public Document Room or upon request addressed to the Atomic Energy Commission, Washington, D.C., Attention: Director, Division of Licensing and Regulation.

Dated at Germantown, Md., this 6th day of September 1962.

For the Atomic Energy Commission.

ROBERT H. BRYAN,
Chief, Research and Power Re-
actor Safety Branch, Division
of Licensing and Regulation.[F.R. Doc. 62-9170; Filed, Sept. 13, 1962;
8:45 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 14008; Order No. E-18777]

CHICAGO HELICOPTER AIRWAYS,
INC.Temporary Authority To Engage in
Air Transportation of Persons, Prop-
erty and Mail With Rotary-Wing
Aircraft; Order Instituting Investi-
gation

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 10th day of September 1962.

By Order E-10548, August 20, 1956, the Board reissued to Chicago Helicopter Airways, Inc. (CHA), an amended temporary certificate of public convenience and necessity to engage in air transportation of persons, property and mail on

route 96¹ with rotary-wing aircraft through August 6, 1963. Order E-10548 also authorized CHA, by temporary exemption through August 6, 1963, to engage in air transportation of persons, property and mail with rotary-wing aircraft between any points within a 60-mile radius of O'Hare Field, except that the northern periphery of the 60-mile radius shall not extend beyond Racine, Wisconsin.

CHA has not applied for the renewal of its temporary certificate or for renewal of its temporary exemption authority.

As we noted in Order E-18652, August 1, 1962, CHA has experienced continuing deterioration in passenger traffic, due in major part to the shift in fixed-wing carrier operations from Midway Airport to O'Hare Field. For example, the carrier's total passenger originations at Midway Airport were 23,668 during the second quarter of 1961, as compared to only 9,569 during the second quarter of 1962; at O'Hare Field the comparable decrease in CHA's passenger originations was from 31,949 to 10,688. Mail tons enplaned by CHA at Midway for these comparative quarterly periods decreased from 56.6 to 54.6, but increased at O'Hare from 3.0 to 18.1. Clearly, however, the decrease in passenger traffic may have a significant effect upon CHA's subsidy requirements. Moreover, it may also indicate a changing pattern of demand for helicopter service in the Chicago area.

Rather than await CHA filing for renewal of its temporary authority,² and in order to reach an early decision on the possible continuation of CHA's services, we will, at this time, institute an investigation to determine whether CHA's temporary certificate and temporary exemption authority to engage in air transportation of persons, property and mail with rotary-wing aircraft should be renewed, altered, amended, or modified, and, if so, for what period. The instant action is consistent with, and indeed is required by, "our stated policy of keeping the subsidy requirements of the helicopter experiment at a carefully controlled level consistent with the requirements of the public interest."³

Accordingly, it is ordered,

1. That an investigation be and it hereby is instituted pursuant to sections 204 and 401(g) of the Federal Aviation Act, as amended, to determine whether

¹ Route 96 is described as:

"1. Between the terminal point Midway Airport and the terminal point O'Hare Field;

"2. Between the coterminal points Midway Airport and O'Hare Field and a terminal point located in or near the business district of Chicago, commonly known as the Loop, or located on or near the Lake Shore adjacent to the Loop."

² Our action should not be construed by CHA as continuing its temporary authority beyond August 6, 1963, or until the completion of the investigation hereby instituted; CHA should file a renewal application pursuant to Part 377 of the Board's Special Regulations if it desires to invoke the provisions of section 9(b) of the Administrative Procedure Act, 5 U.S.C. 1008(b).

³ Order E-18417, June 7, 1962, p. 6.

the public convenience and necessity require that CHA's temporary certificate authority and temporary exemption authority to engage in air transportation of persons, property and mail with rotary-wing aircraft should be renewed, altered, amended, or modified, and, if so, for what period;

2. That this proceeding shall be set down for hearing before an Examiner of the Board at a time and place hereafter designated;

3. That a copy of this order be served upon all persons named in the attached Appendix A;⁴ and

4. That a copy of this order be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 62-9200; Filed, Sept. 13, 1962;
8:49 a.m.]

[Docket No. 13833]

AEROVIAS CONDOR DE COLOMBIA, LTDA.

Notice of Hearing

In the matter of the application of Aerovias Condor de Colombia, Ltda. under section 402 of the Federal Aviation Act of 1958, as amended, for an amendment of its foreign air carrier permit so as to authorize, in addition to the operations presently authorized by the permit, the regularly scheduled foreign air transportation of persons between a point or points in Colombia and the terminal point Miami, Florida at the frequency of two flights per week in each direction and the carriage of persons in charter trips in accordance with Economic Regulations Part 212.

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that hearing in the above-entitled proceeding is assigned to be held on October 2, 1962, at 10 a.m., e.d.s.t., in Room 1029, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before the undersigned Examiner.

Dated at Washington, D.C., September 10, 1962.

[SEAL] BARRON FREDRICKS,
Hearing Examiner.

[F.R. Doc. 62-9201; Filed, Sept. 13, 1962;
8:50 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 14755-14757; FCC 62-926]

JUPITER ASSOCIATES, INC., ET AL.

Order Designating Applications for Consolidated Hearing on Stated Issues

In re applications of Jupiter Associates, Inc., Matawan, New Jersey, Docket No. 14755, File No. BP-14178, requests 1530

⁴ Filed as part of original document.

kc, 500 w, DA, Day, Class II; William S. Halpern and Louis N. Seltzer d/b as Somerset County Broadcasting Company, Somerville, New Jersey, Docket No. 14756, File No. BP-14234, requests 1530 kc, 1 kw, DA, Day, Class II; Radio Elizabeth, Inc., Elizabeth, New Jersey, Docket No. 14757, File No. BP-14812 requests 1530 kc, 500 w, Day, Class II; for construction permits.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 5th day of September 1962;

The Commission having under consideration the above-captioned and described applications;

It appearing that, except as indicated by the issues specified below, each of the instant applicants is legally, technically, financially, and otherwise qualified to construct and operate the instant proposals; and

It further appearing that the following matters are to be considered in connection with the aforementioned issues specified below:

1. The instant proposals appear to involve mutually prohibitive interference.

2. BP-14178 and BP-14812 will cause interference to the existing operation of Station WFYI, Mineola, New York.

3. From the data submitted by Somerset County Broadcasting Company (BP-14234), it cannot be concluded whether adequate cash or liquid assets are available to finance construction costs and operation for a reasonable time under prevailing Commission criteria; the applicant shows an estimated cost of \$60,170 and a bank loan in the amount of \$60,000 from the Broad Street Trust Company, Philadelphia, Pennsylvania, to meet the cost of construction. No indication is made whether equipment is to be purchased on deferred credit, and it must be assumed that the costs of construction and initial expenses will be met with cash. Thus, the \$60,000 is inadequate to meet the construction costs (\$60,170), and working capital for a reasonable period of time. Since the bank has made other loans to the co-partners in connection with other broadcasting operations and proposals, there is also a question as to whether the loan commitment dating from June 15, 1960, is still valid.

It further appearing that, in view of the foregoing, the Commission is unable to make the statutory finding that a grant of the subject applications would serve the public interest, convenience, and necessity, and is of the opinion that the applications must be designated for hearing in a consolidated proceeding on the issues set forth below:

It is ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the instant applications are designated for hearing at a time and place to be specified in a subsequent Order, upon the following issues:

1. To determine the areas and populations which would receive primary service from each of the proposals and the availability of other primary service to such areas and populations.

2. To determine the nature and extent of the interference, if any, that each of the instant proposals would cause to and

receive from each other and the interference that each of the instant proposals would receive from all other existing standard broadcast stations, the areas and populations affected thereby, and the availability of other primary service to the areas and populations affected by interference from any of the instant proposals.

3. To determine whether BP-14178 or BP-14812 would cause objectionable interference to Station WFYI or any other existing standard broadcast station, and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other primary service to such areas and populations.

4. To determine whether Somerset County Broadcasting Company is financially qualified to construct and operate its proposed station.

5. To determine, in the light of section 307(b) of the Communications Act of 1934, as amended, which of the instant proposals would best provide a fair, efficient and equitable distribution of radio service.

6. To determine, in the light of the evidence adduced pursuant to the foregoing issues which, if any, of the instant applications should be granted.

It is further ordered, That VIP Broadcasting Corporation, licensee of Station WFYI, is made a party to the proceeding.

It is further ordered, That, in the event of a grant of the application of either Jupiter Associates, Inc., or Radio Elizabeth, Inc., the construction permit shall contain a condition that the permittees shall accept any interference received in the event of a subsequent grant of the proposal of VIP Broadcasting Corporation, licensee of WFYI, for increased power as requested in BP-14328.

It is further ordered, That, in the event of the grant of any of the applications, the construction permit shall contain a condition that the permittee shall accept any interference received in the event of a subsequent grant of the proposal of Continental Broadcasting Company, requesting 1530 kc, 1 kw, DA-D, Hamden, Connecticut (BP-14811).

It is further ordered, That in the event of a grant of any of these applications, the construction permit shall also contain the following condition:

Pending a final decision in Docket 14419 with respect to presunrise operation with daytime facilities, the present provisions of § 3.87 of the Commission's rules are not extended to this authorization, and such operation is precluded.

It is further ordered, That, in the event of a grant of either Jupiter Associates or Somerset County, there will be a need for compliance with Federal Aviation Agency regulations with respect to antenna structures (such approval was obtained by Radio Elizabeth).

It is further ordered, That, to avail themselves of the opportunity to be heard, the applicants and party respondent herein, pursuant to § 1.140 of the Commission rules, in person or by attorney, shall, within 20 days of the mailing of this order, file with the Commission in triplicate, a written appearance stating an intention to appear on the date fixed

for the hearing and present evidence on the issues specified in this order.

It is further ordered, That the applicants herein shall pursuant to section 311 (a) (2) of the Communications Act of 1934, as amended, and § 1.362(b) of the Commission's rules, give notice of the hearing, either individually or, if feasible, jointly, within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.362(g) of the rules.

It is further ordered, That, the issues in the above-captioned proceeding may be enlarged by the Examiner, on his own motion or on petition properly filed by a party to the proceeding, and upon sufficient allegations of fact in support thereof, by the addition of the following issue: To determine whether the funds available to the applicant will give reasonable assurance that the proposals set forth in the application will be effectuated.

Released: September 11, 1962.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 62-9204; Filed, Sept. 13, 1962;
8:50 a.m.]

[Docket Nos. 14764-14766; FCC 62-932]

JESUS VARGAS CANDELARIA ET AL.

Order Designating Applications for Consolidated Hearing on Stated Issues

In re applications of Jesus Vargas Candelaria, Bayamon, Puerto Rico, Docket No. 14764, File No. BP-14334, requests 1400 kc, 250 w, U, Class IV; International Broadcasting Corporation, Carolina, Puerto Rico, Docket No. 14765, File No. BP-15161, requests 1400 kc, 250 w, U, Class IV; Mauricio Alvarez-Martin, Carolina, Puerto Rico, Docket No. 14766, File No. BP-15164, requests 1400 kc, 250 w, U, Class IV; for construction permits.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 5th day of September 1962;

The Commission having under consideration the above-captioned and described applications;

It appearing that, except as indicated by the issues specified below, each of the instant applicants is legally, technically, financially, and otherwise qualified to construct and operate the instant proposals; and

It further appearing that the following matters are to be considered in connection with the aforementioned issues specified below:

A. The proposals of Jesus Vargas Candelaria (BP-14334):

1. Involves mutually destructive interference with BP-15161, Carolina, Puerto Rico, and BP-15164, Carolina, Puerto Rico.

2. Applicant proposes to broadcast 119 hours per week, and the application represents that 45.81 percent of the programming will be live. This is to be accomplished with a station manager, a

program manager, three announcers, a first class licensed operator, an office girl and a record librarian. A question is raised as to the adequacy of staff to effectuate the extensive live programming.

3. From an examination of applicant's financial data, it can't be determined that he has sufficient cash and/or liquid assets to finance the construction costs and initial operation of the proposed station, that amount to \$8,100. Cash as shown by applicant's balance sheet is \$1,500 and the letter from a lending institution does not appear to be a loan commitment because the loan is conditioned on submission of a satisfactory "certified statement of condition and profit and loss" and furnishing of acceptable collateral is required.

B. The proposal of International Broadcasting Corporation (BP-15161):

1. Is mutually exclusive with BP-15164, Carolina, Puerto Rico, and involves mutually destructive interference with BP-14334, Bayamon, Puerto Rico.

2. Applicant proposes to broadcast 123 hours per week and the application represents that 43 percent of the programming will be live. This is to be accomplished with a station manager, three persons in the program department, a chief engineer and assistant, two persons in the commercial department and one administrative person. A question is raised as to the adequacy of staff to effectuate the extensive live programming.

C. The proposal of Mauricio Alvarez-Martin (BP-15164):

1. Is mutually exclusive with BP-15161, Carolina, Puerto Rico, and involves mutually destructive interference with BP-14334, Bayamon, Puerto Rico.

2. Applicant proposes to broadcast 113 hours per week, and the applicant represents that 51.95 percent of the programming will be live. This is to be accomplished with the licensee-general manager, a chief engineer, two controlmen, announcers and operators, a script writer-secretary, a program director and a commercial manager. A question is raised as to the adequacy of staff to effectuate the extensive live programming.

It further appearing that, in view of the foregoing, the Commission is unable to make the statutory finding that a grant of the subject applications would serve the public interest, convenience, and necessity, and is of the opinion that the applications must be designated for hearing in a consolidated proceeding on the issues set forth below:

It is ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the instant applications are designated for hearing in a consolidated proceeding, at a time and place to be specified in a subsequent Order, upon the following issues:

1. To determine the areas and populations which would receive primary service from each of the above-captioned and described applicants and the availability of other primary service to such areas and populations.

2. To determine the nature and extent of the interference if any, that each of the instant proposals would cause to and receive from each other and the interference that each of the instant pro-

posals would receive from all other existing standard broadcast stations, the areas and populations affected thereby, and the availability of other primary service to the areas and populations affected by interference from any of the instant proposals.

3. To determine whether Jesus Vargas Candelaria is financially qualified to construct and operate his proposed station.

4. To determine whether each of the above-captioned and described applicants, in view of its proposals as to staff, is qualified to operate its station in the manner proposed by its application.

5. To determine, in the light of 307(b) of the Communications Act of 1934, as amended, whether the proposal for Bayamon, Puerto Rico, or one of the proposals for Carolina, Puerto Rico, would better provide a fair, efficient and equitable distribution of radio service.

6. To determine, in the event it is concluded pursuant to the foregoing issue that one of the proposals for Carolina, Puerto Rico should be favored, which of the proposals of International Broadcasting Corporation or Mauricio Alvarez-Martin would better serve the public interest, convenience and necessity in the light of the evidence adduced under the issues herein and the record made with respect to the significant differences between the said applicants as to:

(a) The background and experience of each having a bearing on the applicant's ability to own and operate the proposed standard broadcast station.

(b) The proposal of each with respect to the management and operation of the proposed station.

(c) The programming services proposed in each of the said applications.

7. To determine, in the light of the evidence adduced pursuant to the foregoing issues which, if any of the instant applications should be granted.

It is further ordered, That in the event of a grant of any of the above-captioned applications, the construction permit shall be conditioned as follows:

Permittee shall not begin program test until WHOA has commenced operation on 870 kilocycles.

Permittee shall accept such interference as may be imposed by other existing 250 watt Class IV stations in the event they are subsequently authorized to increase power to 1,000 watts.

It is further ordered, That, in the event of a grant of the application of Jesus Vargas Candelaria, the construction permit shall be further conditioned as follows:

This authorization is subject to compliance with any applicable procedures of the Federal Aviation Agency.

Permittee shall submit sufficient field intensity measurement data to assure that the proposed omnidirectional radiation pattern is not seriously distorted due to re-radiation effect from the nearby power transmission line and supporting structures.

Permittee shall comply fully with the provisions of section 3.40(a)(14) of the Commission's rules regarding attenuation of emissions ± 75 kilocycles of the proposed operating frequency.

It is further ordered, That, to avail themselves of the opportunity to be heard; the applicants herein, pursuant to § 1.140 of the Commission rules, in person or by attorney, shall, within 20 days of the mailing of this Order, file with the Commission in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this Order.

It is further ordered, That the applicants herein shall, pursuant to § 1.311 (a)(2) of the Communications Act of 1934, as amended, and § 1.362(b) of the Commission's rules, give notice of the hearing, either individually, or, if feasible, jointly, within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.362(g) of the rules.

It is further ordered, That, the issues in the above-captioned proceeding may be enlarged by the Examiner, on his own motion or on petition properly filed by a party to the proceeding, and upon sufficient allegations of fact in support thereof, by the addition of the following issue:

To determine whether the funds available to the applicant will give reasonable assurance that the proposals set forth in the application will be effectuated.

Released: September 11, 1962.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 62-9205; Filed, Sept. 13, 1962;
8:50 a.m.]

[Docket Nos. 14762, 14763; FCC 62-930]

PAYNESVILLE BROADCASTING CO. AND HARRY NEWBY

Order Designating Applications for Consolidated Hearing on Stated Issues

In re applications of R. Earle LeMasurier tr/as Paynesville Broadcasting Co., Paynesville, Minnesota, Docket No. 14762, File No. BP-14584, requests 1300 kc, 500 w, Day, Class III; Harry Newby, Cambridge, Minnesota, Docket No. 14763, File No. BP-15280, requests 1300 kc, 5 kw, DA-D, Class III; for construction permits.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 5th day of September 1962;

The Commission having under consideration the above-captioned and described applications;

It appearing that, except as indicated by the issues specified below, each of the instant applicants is legally, technically, financially, and otherwise qualified to construct and operate the instant proposals; and

It further appearing that the following matters are to be considered with the aforementioned issues specified below:

1. The applications involve mutually destructive interference.

2. The Paynesville proposal causes interference to Station KBMO, Benson, Minnesota.

3. It has not been determined whether or not the Paynesville proposal would comply with § 3.28(d)(3) of the Commission's rules regarding interference from existing stations.

4. On the basis of information submitted, it does not appear that the applicant for the Paynesville facilities has adequate funds available to cover construction costs and operating expenses for a reasonable period of time, thus raising questions of applicant's ability to construct and operate the station.

5. The Cambridge applicant in submission of his financial data did not submit the financial statement reflecting the lenders' ability to meet their loan commitments, thus raising a question as to the applicant's ability to construct and operate this station.

6. It appears that the coordinates submitted by the Paynesville applicant are in error.

7. It has not been determined that the proposed antenna structure of the Paynesville applicant would not be a menace to air navigation.

It further appearing that, in view of the foregoing, the Commission is unable to make the statutory finding that a grant of the subject applications would serve the public interest, convenience, and necessity, and is of the opinion that the applications must be designated for hearing in a consolidated proceeding on the issues set forth below:

It is ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the instant applications are designated for hearing in a consolidated proceeding, at a time and place to be specified in a subsequent Order, upon the following issues:

1. To determine the areas and populations which would receive primary service from each of the above-captioned applications and the availability of other primary service to such areas and populations.

2. To determine whether the instant proposal of Paynesville Broadcasting Co. would cause objectionable interference to Station KBMO, Benson, Minnesota, or any other existing standard broadcast stations, and, if so, the nature and extent thereby, and the availability of other primary service to such areas and populations.

3. To determine whether the interference received by the Paynesville proposal from existing stations would affect more than ten percent of the population within its normally protected primary service area in contravention of § 3.28(d)(3) of the Commission rules and, if so, whether circumstances exist which would warrant a waiver of said section.

4. To determine whether each of the above-captioned applicants is financially qualified to construct and operate his proposed station.

5. To determine the geographical coordinates for the antenna site proposed by the Paynesville Broadcasting Co.

6. To determine whether there is a reasonable possibility that the tower

height and location proposed by Paynesville Broadcasting Co. would constitute a menace to air navigation.

7. To determine, in the light of section 307(b) of the Communications Act of 1934, as amended, which of the instant proposals would better provide a fair, efficient and equitable distribution of radio service.

8. To determine, in the light of the evidence adduced pursuant to the foregoing issues which, if either, of the instant applications should be granted.

It is further ordered, That North Star Broadcasting Company licensee of Station KBMO is made a party to the proceeding.

It is further ordered, That the Federal Aviation Agency is made a party to the proceeding.

It is further ordered, That, in the event of a grant of either of the above-captioned applications the construction permit shall contain the following conditions:

Pending a final decision in Docket No. 14419 with respect to presunrise operation with daytime facilities, the present provisions of § 3.87 of the Commission's rules are not extended to this authorization and such operation is precluded.

This authorization is subject to compliance by permittee with any applicable procedures of the FAA.

It is further ordered, That, to avail themselves of the opportunity to be heard, the applicants' and the parties respondent herein, pursuant to § 1.140 of the Commission rules, in person or by attorney, shall, within 20 days of the mailing of this Order, file with the Commission in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this Order.

It is further ordered, That the applicants herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.362(b) of the Commission's rules, give notice of the hearing, either individually or, if feasible, jointly, within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.362(g) of the rules.

It is further ordered, That, the issues in the above-captioned proceeding may be enlarged by the Examiner, on his own motion or petition properly filed by a party to the proceeding, and upon sufficient allegations of fact in support thereof, by the addition of the following issue: To determine whether the funds available to the applicant will give reasonable assurance that the proposal set forth in the application will be effectuated.

Released: September 11, 1962.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 62-9206; Filed, Sept. 13, 1962;
8:50 a.m.]

[Docket Nos. 14759, 14760; FCC 62-928]

LEVY COUNTY BROADCASTING CO. AND THOMAS COUNTY BROADCASTING CO., INC.

Order Designating Applications for Consolidated Hearing on Stated Issues

In re applications of Levy County Broadcasting Company, Williston, Florida, Docket No. 14759, File No. BP-13981, requests 730 kc, 250 w, Day, Class II; Thomas County Broadcasting Company, Inc., Thomasville, Georgia (WK TG), Docket No. 14760, File No. BP-14988, has 730 kc, 1 kw, Day, Class II, requests 730 kc, 5 kw, Day, Class II; for construction permits.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 5th day of September 1962;

The Commission having under consideration the above-captioned and described applications;

It appearing that except as indicated by the issues specified below, each of the instant applicants is legally, technically, financially, and otherwise qualified to construct and operate the instant proposals; and

It further appearing that the following matters are to be considered in connection with the aforementioned issues specified below:

1. The proposal of Levy County Broadcasting Company (BP-13981) would cause interference to and receive interference from standard broadcast stations and proposals; it would cause interference to Station WPAL, Charleston, South Carolina (Class II, 1 kw, Day); it would receive interference from Stations WPAL, CMCA,¹ and WK TG (see BP-14988), and the applicant has failed to indicate that the percentage of loss from these stations is less than 10 percent (see § 3.28(d)(3) of the Commission's rules).

2. The proposal of Thomas County Broadcasting Company, Inc. (BP-14988) would cause interference and receive interference from standard broadcast stations and proposals; it would cause interference to Stations WPAL (supra) and WBAM, Montgomery, Alabama (Class II, 50 kw, DA, Day) and to the Levy County Broadcasting Company proposal, supra (BP-13981); and it would receive interference from Stations CMCA and WBAM, as to which the applicant has requested a waiver § 3.28(d)(3).

It further appearing that, in view of the foregoing, the Commission is unable to make the statutory finding that a grant of the subject applications would serve the public interest, convenience, and necessity, and is of the opinion that the applications must be designated for hearing in a consolidated proceeding on the issues set forth below:

¹ This is a Havana, Cuba, cochannel Class II station, 10 kw, DA-2, U.

It is ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the instant applications are designated for hearing in a consolidated proceeding, at a time and place to be specified in a subsequent Order, upon the following issues:

1. To determine the areas and populations which would receive primary service from the proposal of Levy County Broadcasting Company and the availability of other primary service to such areas and populations.

2. To determine the areas and populations which may be expected to gain or lose primary service from the proposed operation of Station WK TG and the availability of other primary service to such areas and populations.

3. To determine the nature and extent of the interference, if any, that each of the instant proposals would cause to and receive from each other and the interference that each of the instant proposals would receive from all other existing standard broadcast stations, the areas and populations affected thereby, and the availability of other primary service to the areas and populations affected by interference from either of the instant proposals.

4. To determine whether the instant proposal of Levy County Broadcasting Company would cause objectionable interference to Station WPAL, or any other existing standard broadcast stations, and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other primary service to such areas and populations.

5. To determine whether the instant proposal of Thomas County Broadcasting Company, Inc., would cause objectionable interference to Stations WPAL and WBAM, or any other existing standard broadcast stations, and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other primary service to such areas and populations.

6. To determine whether the interference received by each instant proposal from either of the other proposals herein and any existing stations would affect more than ten percent of the population within its normally protected primary service area in contravention of § 3.28(d)(3) of the Commission rules and, if so, whether circumstances exist which would warrant a waiver of said section.

7. To determine, in the light of section 307(b) of the Communications Act of 1934, as amended, which of the instant proposals would better provide a fair, efficient and equitable distribution of radio service.

8. To determine, in the light of the evidence adduced pursuant to the foregoing issues which, if either, of the instant applications should be granted.

It is further ordered, That, Speidel Broadcasting Corporation of Charleston, Charleston, South Carolina, and Deep South Broadcasting Company, Montgomery, Alabama, licensees of Stations

WPAL and WBAM, respectively, are made parties to the proceeding.

It is further ordered, That, in the event of a grant of the application of Levy County Broadcasting Company the construction permit shall contain the following condition:

This authorization is subject to compliance by permittee with any applicable procedures of the FAA.

It is further ordered, That, in the event of a grant of the application of Thomas County Broadcasting Company, Inc., the construction permit shall contain the following conditions:

This authorization is subject to compliance by permittee with any applicable procedures of the FAA.

Permittee shall submit with the application for license, antenna resistance measurements made in accordance with § 3.54 of the Commission's rules.

It is further ordered, That, to avail themselves of the opportunity to be heard, the applicants and parties respondent herein, pursuant to § 1.140 of the Commission rules, in person or by attorney, shall, within 20 days of the mailing of this Order, file with the Commission in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this Order.

It is further ordered, That, the applicants herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.362(b) of the Commission rules, give notice of the hearing, either individually or, if feasible, jointly, within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.362(g) of the rules.

It is further ordered, That, the issues in the above-captioned proceeding may be enlarged by the Examiner, on his own motion or on petition properly filed by a party to the proceeding, and upon sufficient allegations of fact in support thereof, by the addition of the following issue: To determine whether the funds available to the applicant will give reasonable assurance that the proposals set forth in the application will be effectuated.

Released: September 11, 1962.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 62-9207; Filed, Sept. 13, 1962;
8:51 a.m.]

[Docket Nos. 14767, 14768; FCC 62-933]

SMITH BROADCASTING, INC., AND NORTH ALABAMA BROADCAST- ERS, INC.

Order Designating Applications for Consolidated Hearing on Stated Issues

In re applications of Smith Broadcasting, Inc., Huntsville, Alabama, Docket No. 14767, Filed No. BPCT-3012; North Alabama Broadcasters, Inc., Huntsville,

Alabama, Docket No. 14768; File No. BPCT-3051; for construction permits for new television broadcast stations.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 5th day of September 1962;

The Commission having under consideration the above-captioned applications, each requesting a construction permit for a new television broadcast station to operate on Channel 19 assigned to Huntsville, Alabama; and

It appearing that the above-captioned applications are mutually exclusive in that operation by both of the applicants, as proposed, would result in mutually destructive interference and that, therefore, a hearing is necessary in order to determine, on a comparative basis, which of the above-captioned applications would better serve the public interest, convenience and necessity; and

It further appearing that the following matters are to be considered in connection with the issues specified below:

The proposal of North Alabama Broadcasters, Inc. (BPCT-3051)

1. The cash requirements for construction and initial operation, based on information contained in the application, will be approximately \$249,000. The applicant proposed to finance the construction and initial operation from cash on hand of \$5,000, stock subscriptions of \$45,000, and the sale of debentures or a loan from First Alabama Securities, Inc., in the amount of \$200,000. However, it does not appear that Messrs. Godbold and Grisham have current and liquid assets (as defined in Paragraph 4, Section III, FCC Form 301) sufficient in amount to meet their current liabilities and their subscription agreements of \$22,500 each. Nor can it be determined that First Alabama Securities, Inc., has current and liquid assets (as defined in Paragraph 4, Section III, FCC Form 301) in excess of liabilities, sufficient in amount to purchase debentures or make a loan in the amount of \$200,000. Therefore, it cannot be determined that the applicant is financially qualified.

2. Mr. Charles F. Grisham, President, Director and 49.98 percent stockholder of applicant, is Vice President of Newhouse Broadcasting Corp., licensee of WAPI-TV, Birmingham, Alabama, and, in the event the subject application were to be granted, the Grade A field intensity contour of the proposed station would overlap the Grade B field intensity contour of WAPI-TV by approximately 15 miles, and the Grade B field intensity contour of the proposed station would overlap the Grade B field intensity contour of WAPI-TV by approximately 33 miles. In view of the foregoing, an issue is included with respect to a possible violation of § 3.636(a)(1) of the Commission's rules.

It further appearing that Smith Broadcasting, Inc., proposes, between the hours of 6:00 p.m. and 11:00 p.m., no local live programs, but instead proposes 100 percent recorded commercial programming; that, however, no separate issue is proposed since consideration can be given to this matter under issue 3(c); and

It further appearing that upon due consideration of the above-captioned applications, the Commission finds that pursuant to section 309(e) of the Communications Act of 1934, as amended, a hearing is necessary; that Smith Broadcasting, Inc., is legally, financially, technically and otherwise qualified to construct, own and operate the proposed television broadcast station; and, that North Alabama Broadcasters, Inc., is legally and technically qualified to construct, own and operate the proposed television broadcast station.

It is ordered, That pursuant to section 309(e) of the Communications Act of 1934, as amended, the above-captioned applications are designated for hearing in a consolidated proceeding at a time and place to be specified in a subsequent order, upon the following issues:

1. To determine whether North Alabama Broadcasters, Inc., is financially qualified to construct, own and operate the proposed television broadcast station.

2. To determine whether a grant of the North Alabama Broadcasters, Inc., application would be consistent with the provisions of § 3.636(a)(1) of the Commission's rules.

3. To determine on a comparative basis, which of the proposed operations would better serve the public interest, convenience and necessity in light of the significant differences between the applicants as to:

(a) The background and experience of each bearing on its ability to own and operate the proposed television broadcast station.

(b) The proposals of each with respect to the management and operation of the proposed television broadcast station.

(c) The programming services proposed in each of the above-mentioned applications.

4. To determine in light of the evidence adduced pursuant to the foregoing issues which of the applications should be granted.

It is further ordered, That the issues in the above-entitled proceeding may be enlarged by the Examiner on his own motion or on petition properly filed by a party to the proceeding and upon a sufficient allegation of facts in support thereof, by the addition of the following issue: To determine whether the funds available to the applicants will give reasonable assurance that the proposals set forth in the applications will be effectuated.

It is further ordered, That to avail themselves of the opportunity to be heard, the applicants, pursuant to § 1.140 of the Commission's rules, in person or by attorney, shall, within twenty (20) days of the date of this Order, file with the Commission, in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in the Order.

It is further ordered, That the applicants herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.362(b) of the Commission's rules, give notice of the hearing, either individually or, if feasible,

jointly, within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.362 (g) of the rules.

Released: September 11, 1962.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 62-9208; Filed, Sept. 13, 1962;
8:51 a.m.]

[Docket No. 14761; FCC 62-929]

SMITH RADIO, INC. (WNUE)

**Order Designating Application for
Hearing on Stated Issues**

In re application of Smith Radio, Inc. (WNUE), Fort Walton Beach, Florida, Docket No. 14761, File No. BP-14906, has 950 kc, 1 kw, Day, Class III, requests 1400 kc, 250 w, 1 kw-LS, U, Class IV; for construction permit.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 5th day of September 1962;

The Commission having under consideration the above-captioned and described application;

It appearing that, except as indicated by the issues specified below, the instant applicant is legally, technically, financially, and otherwise qualified to construct and operate the instant proposal; and

It further appearing that the following matters are to be considered in connection with the aforementioned issues specified below:

1. Applicant's information shows that the nighttime 25 mv/m contour would not cover the business district of Fort Walton Beach, Florida, as required by § 1.388(b) (1) of the Commission's rules.

2. It appears that the nighttime limitation contour would not cover all the residential area of the city of Fort Walton Beach, Florida, as required by § 1.388(b) (2) of the Commission's rules.

It further appearing that, in view of the foregoing, the Commission is unable to make the statutory finding that a grant of the subject application would serve the public interest, convenience, and necessity, and is of the opinion that the application must be designated for hearing on the issues set forth below:

It is ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the instant application is designated for hearing, at a time and place to be specified in a subsequent Order, upon the following issues:

1. To determine the areas and populations which would gain or lose primary service from Smith Radio, Inc., and the availability of other primary service to such areas and populations.

2. To determine whether the instant proposal of Smith Radio, Inc., would provide coverage of the city sought to be served as required by § 1.388(b) (1) of the Commission's rules, and, if not, whether circumstances exist which would warrant a waiver of said section.

3. To determine whether the instant proposal of Smith Radio, Inc., would provide coverage of the city sought to be served, as required by § 1.388(b) (2) of the Commission's rules, and, if not, whether circumstances exist which would warrant a waiver of said section.

4. To determine, in the light of the evidence adduced pursuant to the foregoing issues, whether a grant of the instant application would serve the public interest, convenience and necessity.

It is further ordered, That, in the event of a grant of the application of Smith Radio, Inc., the construction permit shall contain the following conditions:

Permittee shall submit with the application for license, antenna resistance measurements made in accordance with § 3.54 of the Commission's rules.

Permittee shall accept such interference as may be imposed by existing 250 watt Class IV stations in the event they are subsequently authorized to increase power to 1,000 watts.

It is further ordered, That, to avail itself of the opportunity to be heard, the applicant, pursuant to § 1.140 of the Commission's rules, in person or by attorney, shall, within 20 days of the mailing of this Order, file with the Commission in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this Order.

It is further ordered, That the applicant herein shall, pursuant to section 311(a) (2) of the Communications Act of 1934, as amended, and § 1.362(b) of the Commission's rules, give notice of the hearing, within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.362(g) of the rules.

Released: September 11, 1962.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 62-9209; Filed, Sept. 13, 1962;
8:51 a.m.]

[Docket No. 14758; FCC 62-927]

WBUX BROADCASTING CO. (WBUX)

**Order Designating Application for
Hearing on Stated Issues**

In re application of WBUX Broadcasting Co. (WBUX), Doylestown, Pennsylvania, Docket No. 14758, File No. BP-13893, has 1570 kc, 1 kw, DA, Day, requests 1570 kc, 5 kw, DA, Day; for construction permit.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 5th day of September 1962;

The Commission having under consideration the above-captioned and described application;

It appearing that except as indicated by the issues specified below, the instant applicant is legally, technically and otherwise qualified to construct and operate the instant proposal; and

It further appearing that the following matters are to be considered in connection with the aforementioned issues specified below:

1. There is a substantial question as to whether the present WBUX proposal would cause objectionable interference within the 0.5 mv/m groundwave contour of the proposal of Station WQXR (1560 kc, 50 kw, DA-1, U, Class I-B) (BP-11707) requesting a change in directional antenna pattern (see Initial Decision, released March 21, 1962 (FCC 62D-27)).

2. The WBUX proposal was not timely filed for concurrent consideration with the WQXR proposal (BP-11707).

3. Interstate Broadcasting Company, Inc., licensee of Station WQXR, filed a Petition to Deny Application and a Supplement thereto asserting that the WBUX proposal would cause interference to both WQXR's present and proposed operations (WBUX filed an "Opposition", and each party thereafter supplemented their pleadings). Study of these objections indicate that a question exists concerning interference to WQXR's proposal, but that no objectionable interference would be caused to the existing operation of WQXR.

It further appearing that in view of the foregoing, the Commission is unable to make the statutory finding that a grant of the subject application would serve the public interest, convenience, and necessity, and is of the opinion that the application must be designated for hearing on the issues set forth below:

It is ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the instant application is designated for hearing, at a time and place to be specified in a subsequent Order, upon the following issues:

1. To determine the areas and populations which may be expected to gain or lose primary service from the proposed operation of Station WBUX and the availability of other primary service to such areas and populations.

2. To determine whether the instant proposal of Station WBUX would cause objectionable interference within the 0.5 mv/m groundwave contour of the proposed operation of Station WQXR, New York, New York, or any other existing standard broadcast stations, and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other primary service to such areas and populations.

3. To determine, in the light of the evidence adduced pursuant to the foregoing issues whether a grant of the instant application would serve the public interest, convenience and necessity.

It is further ordered, That Interstate Broadcasting Company, Inc., licensee of Station WQXR, New York, New York, is made a party to the proceeding.

It is further ordered, That, in the event of a grant of the instant application the construction permit shall contain the following condition:

This authorization is subject to compliance by permittee with any applicable procedures of the FAA.

It is further ordered, That the Petition to Deny of Station WQXR is granted to

the extent herein stated and in all other respects is denied.

It is further ordered, That, to avail themselves of the opportunity to be heard, the applicant and party respondent herein, pursuant to § 1.140 of the Commission rules, in person or by attorney, shall within 20 days of the mailing of this Order, file with the Commission in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this Order.

It is further ordered, That the applicant herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.362(b) of the Commission's rules, give notice of the hearing, within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.362(g) of the rules.

Released: September 11, 1962.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 62-9210; Filed, Sept. 13, 1962;
8:51 a.m.]

[Docket Nos. 14384, 14390; FCC 62M-1196]

YORK-CLOVER BROADCASTING CO., INC. (WYCL) AND RISDEN ALLEN LYON

Order Continuing Hearing

In re applications of York-Clover Broadcasting Company, Incorporated (WYCL), York, South Carolina, Docket No. 14384, File No. BP-13898; Ridsen Allen Lyon, Charlotte, North Carolina, Docket No. 14390, File No. BP-14661; for construction permits.

The Hearing Examiner having under consideration a motion filed September 6, 1962, on behalf of Ridsen Allen Lyon requesting that the evidentiary hearing in the above-entitled proceeding now scheduled for September 6, 1962, be continued to September 20, 1962; and

It appearing that the reason for the requested continuance is the fact that a witness who is to be cross-examined cannot be in Washington on September 6, 1962; and

It further appearing that there are no objections to the immediate favorable consideration of this motion and good cause for granting the motion having been shown;

It is ordered, This the 6th day of September 1962, that the motion is granted and the evidentiary hearing in the above-entitled proceeding now scheduled for September 6, 1962, is continued to September 20, 1962.

Released: September 10, 1962.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 62-9211; Filed, Sept. 13, 1962;
8:51 a.m.]

FEDERAL MARITIME COMMISSION

H. S. THIELEN, INC., ET AL.

Notice of Agreements Filed for Approval

Notice is hereby given that the following described agreements have been filed with the Commission for approval pursuant to section 15, Shipping Act, 1916.

H. S. Thielen, Inc. of Lake Charles, Louisiana, has submitted 14 identical agreements with the forwarders whose names are listed below. All fifteen of the parties are eligible to carry on the business of forwarding pursuant to section 44, Shipping Act, 1916.

Caldwell & Co., Inc., New York—No. 9003.
Steven Spencer Davids, Washington, D.C.—
No. 9004.

Ellis Forwarding Co., Houston—No. 9006.
T. J. Hanson, Beaumont—No. 9007.
Hudson Shipping Co., Inc., N.Y.—No. 9008.
International Expeditors, Inc., N.Y.—No. 9009.

Intra-Mar Shipping Corp., N.Y.—No. 9011.
Marine Forwarding Co., Inc., N.Y.—No. 9012.
Norton & Ellis of N.Y., Inc.—No. 9013.
Francesco Parisi Int'l Transports (USA),
Inc., New York—No. 9014.

Seaboard Forwarding Co., Inc., N.Y.—No. 9016.

J. S. Stass Co., New Orleans—No. 9017.
J. R. Michels, Inc., Houston—No. 9018.
Universal Transcontinental Corp., New Orleans—No. 9019.

The agreements are non-exclusive cooperative working arrangements under which the parties will perform forwarding services for each other, dividing forwarding fees and ocean brokerage as agreed on each transaction.

Mohegan International Corp., New York, N.Y., has filed two agreements, one with Bruce Duncan Company, Inc. of Los Angeles (No. 9001), and the other with Traeger Shipping Corp. of Miami (No. 9002), which are nonexclusive, cooperative working arrangements for the purpose of dispatching each other's shipments. Forwarding fees are to be subject to negotiation on each transaction. Ocean freight brokerage will not be divided in the Bruce Duncan agreement; equal division of brokerage is provided for in the agreement with Traeger Shipping.

Interested persons may inspect these agreements and obtain copies thereof at the Bureau of Domestic Regulation, Washington 25, D.C., or at the Commission's field offices at:

45 Broadway,
New York 4, N.Y.

New Federal Building,
701 Loyola Street,
P.O. Box 52948 (mailing address),
New Orleans, La.

180 New Montgomery Street,
San Francisco, Calif.

They may submit, to the Secretary, Federal Maritime Commission, Washington, D.C., within twenty days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreements, and their approval, disapproval, or modification, together

with request for hearing should such hearing be desired.

Dated: September 10, 1962.

By order of the Federal Maritime
Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 62-9202; Filed, Sept. 13, 1962;
8:50 a.m.]

FEDERAL POWER COMMISSION

[Project No. 2245]

HARRISON COUNTY RURAL ELECTRIC MEMBERSHIP CORPORATION NO. 89

Notice of Application for License

SEPTEMBER 7, 1962.

Public notice is hereby given that application has been filed under the Federal Power Act (16 U.S.C. 791a-825r) by Harrison County Rural Electric Membership Corporation No. 89 (correspondence to George W. Higdon, General Manager, Harrison County REMC, P.O. Box 127, Corydon, Indiana) for license for proposed Project No. 2245, to be known as the Cannelton Hydroelectric Project, to be located on the Ohio River at the proposed Cannelton Lock and Dam to be constructed by the U.S. Corps of Engineers, in Hancock County, Kentucky, in the vicinity of Hawesville, Kentucky, and Cannelton, Indiana, and affecting lands of the United States.

The proposed project will consist of: A powerhouse on the Kentucky shore of the Ohio River in an excavated channel with an earth dam between the powerhouse and the U.S. Government dam—the powerhouse containing initially two 8,100 kilowatt generators with provision for future installation of six additional units each with a capacity of 6,300 kilowatts; a switchyard and step-up transformers; a transmission line extending to a point near Corydon, Indiana; and appurtenant facilities.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure of the Commission (18 CFR 1.8 or 1.10). The last day upon which protests or petitions may be filed is October 25, 1962. The application is on file with the Commission for public inspection.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 62-9173; Filed, Sept. 13, 1962;
8:45 a.m.]

[Docket No. CP62-285]

TRI-COUNTY UTILITY DISTRICT OF McNAIRY, CHESTER AND HARDIN COUNTIES, TENNESSEE

Notice of Application

SEPTEMBER 7, 1962.

Take notice that on June 5, 1962, as supplemented August 6, 1962, Tri-County Utility District of McNairy,

Chester and Hardin Counties, Tennessee (Applicant) filed in Docket No. CP62-285 an application pursuant to section 7(a) of the Natural Gas Act for an order of the Commission directing Tennessee Gas Transmission Company (Tennessee) to establish physical connection with the proposed facilities of and to sell natural gas to Applicant for resale and distribution in Applicant's proposed service area in the three counties, all more fully set forth in the application, as supplemented, on file with the Commission and open to public inspection.

Applicant proposes to construct and operate the necessary distribution facilities within the district, consisting of approximately 11.7 miles of 3-inch and 8.9 miles of 2-inch transmission lines; 28.9 miles of distribution line; one odorizer and master regulator station; and four regulator stations.

The estimated peak day requirements for the proposed service is 789.1 Mcf of natural gas in the third year. Total annual requirements are estimated to be 73,402 Mcf in the third year of service.

The estimated cost of Applicant's proposed project including financing is \$483,000, which cost will be financed by a bond issue.

On June 29, 1962, as amended August 8, 1962, Tennessee filed an answer to the subject application stating that it will be able to render the proposed service with capacity provided by its expansion in Docket No. CP60-94, in which Tennessee received temporary authorization, and therefore, will not oppose the issuance of an order directing it to serve the Tri-County Utility District.

Protests, petitions to intervene or requests for hearing may be filed with

the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before September 28, 1962.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 62-9176; Filed, Sept. 13, 1962;
8:45 a.m.]

[Docket No. CI62-1037]

SHELL OIL CO.

Notice of Application and Date of Hearing

SEPTEMBER 7, 1962.

Take notice that on March 7, 1962, Shell Oil Company, a Delaware corporation having its principal office at 50 West 50th Street, New York, N.Y., filed an application for a certificate of public convenience and necessity authorizing the sale of gas well gas to El Paso Natural Gas Company from approximately 14,720 acres in the East Boundary Butte Area on the Arizona-Utah border, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

The contract between Shell and El Paso related to the above application, dated January 17, 1962, provides for an initial price of 17.7 cents per Mcf at 15.025 psia. The contract also provides for periodic increases of 1.0 cent per Mcf at five-year intervals following the date of initial delivery. The estimated initial volume is 2,000 Mcf per day.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the

Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on October 22, 1962, at 10:00 a.m., e.d.s.t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D.C., concerning the matters involved in and the issues presented by such application.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before October 1, 1962.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 62-9174; Filed, Sept. 13, 1962;
8:45 a.m.]

[Docket Nos. RI63-61—RI63-64]

GULF OIL CORP. ET AL.

Order Providing for Hearings on and Suspension of Proposed Changes in Rates¹

SEPTEMBER 7, 1962.

Gulf Oil Corporation, Docket No. RI63-61; William H. Allen, et al., Docket No. RI63-62; H. M. Gillespie, et al., Docket No. RI63-63; Humble Oil & Refining Company, Docket No. RI63-64.

The above-named Respondents have tendered for filing proposed changes in presently effective rate schedules for sales of natural gas subject to the jurisdiction of the Commission. All of the sales are made at a pressure base of 14.65 psia. The proposed changes, which constitute increased rates and charges, are designated as follows:

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in docket Nos.
									Rate in effect	Proposed increased rate	
RI63-61....	Gulf Oil Corp., P.O. Drawer 2100, Houston 1, Tex.	96	3	Colorado Interstate Gas Co. (S.W. Camp Creek Field, Beaver County, Okla.).	\$ 4,288	8-9-62	² 9-10-62	2-10-63	³ 16.7235	⁴ 17.8384	-----
RI63-62....	William H. Allen et al., P.O. Box 926, Perryton, Tex.	1	1	Colorado Interstate Gas Co. (Mocane Field, Beaver County, Okla.).	\$ 2,200	8-10-62	² 9-10-62	2-10-63	³ 17.0	⁴ 18.1	-----
RI63-63....	H. M. Gillespie et al., 722 Union Center Building, Wichita 2, Kans.	2	3	Cities Service Gas Co. (Hugoton Field, Kearny County, Kans.).	268	8-13-62	² 9-13-62	2-13-63	³ 10.7195	^{10 11 12} 14.5	-----
RI63-64....	Humble Oil & Refining Co., P.O. Box 2180, Houston 1, Tex.	121	16	Northern Natural Gas Co. (Hansford Field, Hansford and Hutchinson Counties, Tex.) (R.R. District No. 10).	104,400	8-16-62	² 10-1-62	3-1-63	¹⁰ 16.5	¹¹ 17.5	-----

¹ Includes Btu adjustment.

² The stated effective date is the effective date proposed by respondent.

³ Base rate of 15 cents per Mcf plus Btu adjustment.

⁴ Base rate of 16 cents per Mcf plus Btu adjustment.

⁵ Periodic rate increase.

⁶ Does not include Btu adjustment.

⁷ The stated effective date is the first day after expiration of the required statutory notice.

⁸ Subject to downward Btu adjustment for gas containing less than 1133 Btu's per cu. ft.

⁹ Uncorrected for supercompressibility.

¹⁰ Subject to downward Btu adjustment.

¹¹ Corrected by supercompressibility.

¹² Redetermined rate increase.

The proposed change of H. M. Gillespie, et al. (Gillespie)² purports to be in accordance with the Gas Purchase Contract dated March 5, 1953, between Gillespie and Cities Service Gas Com-

pany (Cities Service), and the price redetermination provisions of the Gas Purchase Contract dated June 23, 1950, between Cities Service and Pan American Petroleum Corporation (Pan American) (formerly Stanolind Oil and Gas Company (Stanolind)), which provide that after June 22, 1961, the price for gas shall be the fair and reasonable price for each successive five year period but not less than 12 cents per Mcf (10.7195 cents per

Mcf at 14.65 psia). On May 2, 1962, the District Court of Shawnee County, Kansas, determined that a fair and reasonable price under Pan American's contract is 14.5 cents per Mcf at 14.65 psia for the five year period commencing on June 23, 1961, with correction for

¹ This order does not provide for the consolidation for hearing or disposition of the four matters covered herein, nor should it be so construed.

² Gillespie is signatory to his gas sales contract with Cities Service which includes, as one of the pricing provisions, that the price to be paid to the producer will be the same price as paid to Stanolind (now Pan American).

supercompressibility. Gillespie's filing is based on such court decision.

Cities Service on August 16, 1962, filed its protest and motion to reject the proposed rate filing of Gillespie. In support thereof, Cities Service states, *inter alia*, that (1) there is no contractual basis for Gillespie's 14.5 cents per Mcf rate increase filing since; (a) Gillespie has exercised his contractual right to a single rate change during the period June 23, 1961, to June 22, 1966, by filing the 12 cent rate increase in a previously filed supplement; (b) the case filed in the District Court of Shawnee County, Kansas, out of which the 14.5 cents per Mcf price filed by Gillespie has not become final but now pends on appeal in the Supreme Court of Kansas; and (c) the judgment of the court is erroneous and will be vacated by the Kansas Supreme Court; (b) Gillespie has failed to comply with the requirements of the Commission's Regulations in filing his supplement and has failed to submit a statement in support of said proposed change in rate, as required by the Commission's Regulations.

In the alternative, in the event the Commission accepts for filing Gillespie's proposed change, Cities Service requests that the effective date thereof be suspended for the statutory period of five months, and that such acceptance be conditioned upon and made subject to; (a) the judgment of the District Court of Shawnee County, Kansas, becoming final; (b) Gillespie's filing shall be of no force and effect in the event said judgment is reversed; and (c) the acceptance for filing shall, in all other respects, be without prejudice to Cities Service's appeal from the judgment of the District Court of Shawnee County, Kansas, and the ultimate disposition thereof by the courts.

By this order we are suspending the effectiveness of the proposed increased rate contained in Gillespie's aforementioned supplement. Such action, however, is without prejudice to the position of Cities Service with respect to the legality of such filing. Our action is also without prejudice to Cities Service's position in the event that various contingencies may occur as set forth above in connection with Cities Service's alternative request. Accordingly, we shall also provide that the hearing herein shall concern itself with the legality of said filing. Under the circumstances, we do not consider it appropriate at this time to render a decision as to the effect that the contingencies mentioned above may have on the legality of said filing, as requested by Cities Service.

The proposed increased rates of all of the Respondents listed in the caption of this order exceed the applicable area price levels as set forth in the Commission's Statement of General Policy No. 61-1, as amended (18 CFR, Chapter I, Part 2, § 2.56).

The proposed changed rates and charges may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is necessary and proper in the public interest and to aid in the enforcement of the provisions

of the Natural Gas Act that the Commission enter upon hearings concerning the legality of the filing made by Gillespie, and the lawfulness of Gillespie's proposed change, and the lawfulness of the proposed changes of the other Respondents listed in the caption of this order, and that the above-designated supplements be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), public hearings shall be held upon dates to be fixed by notices from the Secretary concerning the legality of the filing made by Gillespie, and the lawfulness of the proposed rate and charge contained in Gillespie's above-designated supplement; and the lawfulness of the increased rates and charges contained in the supplements filed by the other Respondents listed in the caption of this order.

(B) Pending hearings and decisions thereon, the above-designated supplements are hereby suspended and the use thereof deferred until the date indicated in the above "Date Suspended Until" column, and thereafter until such further time as they are made effective in the manner prescribed by the Natural Gas Act.

(C) Neither the supplements hereby suspended, nor the rate schedules sought to be altered thereby, shall be changed until these proceedings have been disposed of or until the periods of suspension have expired, unless otherwise ordered by the Commission.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)), on or before October 22, 1962.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 62-9177; Filed, Sept. 13, 1962;
8:46 a.m.]

[Docket No. G-13255 etc.]

SHELL OIL CO. ET AL.

Notice of Severance

SEPTEMBER 7, 1962.

Shell Oil Company, et al., Docket No. G-13255, et al.; Champlin Oil & Refining Company, Docket No. CI62-1389; Sunray DX Oil Company, Docket No. CI62-1412; Big Chief Drilling Company, Docket No. CI62-1449.

Notice is hereby given that the proceedings in Docket Nos. CI62-1389, CI62-1412, and CI62-1449, being applications of Champlin Oil & Refining Company, Sunray DX Oil Company, and Big Chief Drilling Company, respectively, heretofore scheduled for a hearing which convened on September 5, 1962, and was recessed until September 12, 1962, at 9:30 a.m., e.d.s.t., in the consolidated proceeding entitled Shell Oil Company, et al., Docket No. G-13255, et al., are severed

therefrom for such disposition as may be appropriate.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 62-9175; Filed, Sept. 13, 1962;
8:45 a.m.]

[Docket No. G-13265]

W. E. WALKER ET AL.

Findings and Order Issuing Certificates of Public Convenience and Necessity, Permitting and Approving Abandonment and Accepting Notice of Cancellation of Related Rate Schedule, Severing Certificate Applications and Re-Consolidating With Area Rate Proceeding No. AR61-2

SEPTEMBER 10, 1962.

W. E. Walker and J. R. Meeker, Docket No. G-13265; Hassie Hunt Trust, Docket No. G-14303; Kerr-McGee Oil Industries, Inc., Docket No. G-15779; Cheyenne Oil Corporation of Delaware (Operator), et al., Docket No. G-16569; The Atlantic Refining Company, Docket No. G-18070; Delta Drilling Company (Operator), et al., Docket No. G-18135; Sohio Petroleum Company, Docket No. G-19457; Eason Oil Company (Operator) et al., Docket No. G-19703; The California Company, a Division of California Oil Company, Docket No. G-20147; Hurt Oil and Gas Corp., et al., Docket No. CI60-33; Shell Oil Company, Docket No. CI60-69; Samedan Oil Corporation (Operator), et al., Docket No. CI60-212; Francis A. Callery, Docket No. CI60-316; Sunray DX Oil Company,¹ Docket No. CI60-353; The California Company, a Division of California Oil Company, Docket No. CI60-391; Callery Properties, Inc., Docket No. CI60-400; Cabot Corporation (formerly Cabot Carbon Company), Docket No. CI60-414; Robert W. O'Meara, Operator, Docket No. CI60-469; Sunray DX Oil Company,¹ Docket No. CI60-477; Graridge Corporation (Operator), et al (Texas), Docket No. CI60-484; Pan American Petroleum Corporation, Operator, Docket No. CI60-485; Sohio Petroleum Company, Docket No. CI60-501; Cabot Corporation (formerly Cabot Carbon Company), Docket No. CI60-503; Sohio Petroleum Company, Docket No. CI60-522; San Jacinto Oil and Gas Company, Docket No. CI60-532; T. J. McIntyre d.b.a. McIntyre Oil Company, Docket No. CI61-22; Richardson & Bass, Louisiana Account, Docket No. CI61-52; Richardson & Bass, Louisiana Account, Docket No. CI61-53; Sinclair Oil & Gas Company, Docket No. CI61-76; J. P. Owen, et al., Docket No. CI61-289; American Natural Gas Production Company, Docket No. CI61-342; J. P. Owen (Operator), et al., Docket No. CI61-364; W. W. F. Oil Corporation, Docket No. CI61-552; Robert Mosbacher, Docket No. CI61-567; British-American Oil Producing Company, Docket No. CI61-600; T. J. McIntyre d.b.a. McIntyre Oil Company (Operator), et al., Docket No. CI61-885; The California Company, a Division of California Oil

¹ Formerly Sunray Mid-Continent Oil Co.

Company, Docket No. CI61-1285; H. L. Hawkins and H. L. Hawkins, Jr., Docket No. CI61-1301; Michel T. Halbouty, Operator, Docket No. CI61-1326; Wm. T. Burton Industries, Inc., Docket No. CI61-1530; George C. McGhee (Operator), et al., Docket No. CI61-1737; The California Company, a Division of California Oil Company, Docket No. CI62-145; The California Company, a Division of California Oil Company, Operator, Docket No. CI62-231; Texaco Inc., Docket No. CI62-544; Southdown, Inc., Docket No. CI62-550; J. H. Cordell, et al., Docket No. CI62-614; Robert A. Mosbacher, Operator, Docket No. CI62-693; Falcon Seaboard Drilling Company, Operator, Docket No. CI62-1225.

Each of the above Applicants has filed an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the sale and delivery of natural gas in interstate commerce as hereinafter described, all as more fully described in the respective applications (and any supplements or amendments thereto) which are on file with the Commission.

The Applicants herein produce and propose to sell natural gas for transportation in interstate commerce for resale as indicated below:

Docket No.; Field and Location; Purchaser
 G-13265; North Elton Field, Allen Parish, La.; Texas Gas Transmission Corp.
 G-14303; Maxie Field, Acadia Parish, La.; Texas Gas Transmission Corp.
 G-15779; Bully Camp Field, Lafourche Parish, La.; Tennessee Gas Transmission Co.
 G-16569; Grand Coulee Area, Acadia Parish, La.; Tennessee Gas Transmission Co.
 G-18070; Live Oak Field, Vermilion Parish, La.; Transcontinental Gas Pipe Line Corp.
 G-18135 (as Supp. 3-10-60); W. Mermentau Field, Jefferson Davis Parish, La.; United Gas Pipe Line Co.
 G-19457 (as Supp. 9-1-60); Calcasieu Pass Field, Cameron Parish, La.; United Fuel Gas Co.
 G-19703; Iota Field, Acadia Parish, La.; Texas Gas Transmission Corp.
 G-20147 (as Supp. 2-13-61); Saturday Island Field, Plaquemines and Jefferson Davis Parishes, La.; Southern Natural Gas Co.
 CI60-33; Valentine Field, Lafourche Parish, La.; United Fuel Gas Co.
 CI60-69; Napoleonville Field, Assumption Parish, La.; Florida Gas Transmission Co.
 CI60-212; Chalkley Field, Cameron Parish, La.; United Fuel Gas Co.
 CI60-316 (as Supp. 4-7-60); Cole's Gully Field, Acadia Parish, La.; United Fuel Gas Co.
 CI60-353; S. Bearhead Creek Field, Beauregard Parish, La.; Trunkline Gas Co.
 CI60-391 (as Supp. 2-13-61); Mallard Bay Field, Cameron Parish, La.; Texas Gas Transmission Corp.
 CI60-400 (as Supp. 4-1-60); South Pecan Lake Field, Cameron Parish, La.; United Fuel Gas Co.
 CI60-414 (as Supp. 4-15-60 and 6-19-60); St. Martinville Field, St. Martin Parish, La.; United Gas Pipe Line Co.
 CI60-469; Caillou Island Field, Terrebonne Parish, La.; Tennessee Gas Transmission Co.
 CI60-477; Cowpon Creek Field, Beauregard Parish, La.; Socony Mobil Oil Co.
 CI60-484 (as Supp. 10-13-61); Mallard Bay Field, Cameron Parish, La.; Texas Gas Transmission Corp.

CI60-485; Thornwell Field, Jefferson Davis Parish, La.; United Fuel Gas Co.
 CI60-501; S. Pecan Lake Field, Cameron Parish, La.; United Fuel Gas Co.
 CI60-503 (as Supp. 9-19-60); Ellis Field, Acadia Parish, La.; United Fuel Gas Co.
 CI60-522; Go Around Bayou Field, Cameron Parish, La.; United Fuel Gas Co.
 CI60-532; Go Around Bayou Field, Cameron Parish, La.; United Fuel Gas Co.
 CI61-22; Iota Field, Acadia Parish, La.; Texas Gas Transmission Corp.
 CI61-52 (as Supp. 5-14-62); Second Bayou Field, Cameron Parish, La.; United Fuel Gas Co.
 CI61-53 (as Supp. 5-14-62); East Mud Lake Field, Cameron Parish, La.; United Fuel Gas Co.
 CI61-76 (as Supp. 10-11-60); Lake Arthur Field, Jefferson Davis Parish, La.; Texas Gas Transmission Corp.
 CI61-289; St. Martinville Field, St. Martin Parish, La.; United Gas Pipe Line Co.
 CI61-342; SW Mermentau Field, Acadia Parish, La.; United Fuel Gas Co.
 CI61-364; W. Duson, Lafayette and Acadia Parishes, La.; United Fuel Gas Co.
 CI61-552; N. Tepetate Field, Acadia Parish, La.; American Louisiana Pipeline Co.
 CI61-567; Valentine Field, Lafourche Parish, La.; United Fuel Gas Co.
 CI61-600; Valentine Field, Lafourche Parish, La.; United Fuel Gas Co.
 CI61-885; Maxie Field, Acadia Parish, La.; Texas Gas Transmission Corp.
 CI61-1285; S. Thornwell Field, Jefferson Davis Parish, La.; United Fuel Gas Co.
 CI61-1301; Lafourche Crossing Field, Lafourche Parish, La.; United Gas Pipe Line Co.
 CI61-1326; Chataignier Field, St. Landry Parish, La.; Texas Eastern Transmission Corp.
 CI61-1530; North Flank-Starks Field, Calcasieu Parish, La.; Texas Eastern Transmission Corp.
 CI61-1737; S. Bayou Mallett Field, Acadia Parish, La.; Texas Gas Transmission Corp.
 CI62-145; Eugene Island Block 33 Field, St. Mary Parish, La.; United Gas Pipe Line Co.
 CI62-231; Grand Lake Field, Cameron Parish, La.; Texas Gas Transmission Corp.
 CI62-544; Big Lake Field, Cameron Parish, La.; American Louisiana Pipeline Co.
 CI62-550; Hollywood Field, Terrebonne Parish, La.; United Gas Pipe Line Co.
 CI62-614; Calcasieu Pass Field, Cameron Parish, La.; American Louisiana Pipeline Co.
 CI62-693; Calcasieu Pass Field, Cameron Parish, La.; American Louisiana Pipeline Co.
 CI62-1225; Crawley Field, Acadia Parish, La.; Tennessee Gas Transmission Co.

Each Applicant in this consolidated proceeding has filed a related rate schedule for the proposed service. Said Applicants have been advised of the acceptance and designation of these related rate filings. None of the proposed initial rates exceeds the announced ceiling rate for southern Louisiana, the area involved herein.

On July 26, 1962, Sunray DX Oil Company filed an application pursuant to section 7(b) of the Natural Gas Act for permission to abandon, because of depletion, the sale of natural gas to Socony Mobil Oil Company which was the subject of the pending certificate application in Docket No. CI60-477, and for which temporary authorization was granted on April 28, 1960.

On August 13, 1962, Eason Oil Company advised that it has disposed of its interest in the service covered by its pending certificate application in Docket No. G-19703, hence a further application in this docket will be necessary.

Pursuant to due notice, a public hearing was held on August 21, 1962, recessed to and concluded on August 22, 1962, respecting the matters involved in and the issues presented by the respective applications herein. On August 13, 1962, Philadelphia Electric Company filed a petition for leave to intervene in the proceedings involved in Docket Nos. G-13265, CI60-414, and CI61-289, accordingly, said Docket Nos. G-13265, CI60-414, and CI61-289 will be severed from this proceeding for further consideration and will be reconstituted with Area Rate Proceeding AR61-2 from which they were severed by the Commission's notice of this hearing issued July 18, 1962 (published July 25, 1962, 27 F.R. 7059). No other petitions to intervene or protests to the granting of any of the applications herein have been received. Staff counsel moved orally at the hearing that the intermediate decision procedure be omitted and that the Commission render a decision herein pursuant to § 1.30(c) (1) of the Commission's rules of practice and procedure.

The Commission finds:

(1) Each Applicant herein is a "natural-gas company" within the meaning of the Natural Gas Act as heretofore found by the Commission, or will be engaged in the sale of natural gas in interstate commerce for resale for ultimate public consumption, subject to the jurisdiction of the Commission, and will, therefore, be a "natural-gas company" within the meaning of said Act upon the commencement of the service under the respective authorizations granted hereinafter.

(2) The sales of natural gas hereinbefore described, as more fully described in the respective applications, amendments and/or supplements herein, will be made in interstate commerce, subject to the jurisdiction of the Commission, and such sales by the respective Applicants, together with the construction and operation of any facilities subject to the jurisdiction of the Commission necessary therefor, are subject to the requirements of subsections (c) and (e) of section 7 of the Natural Gas Act.

(3) The sales of natural gas by the respective Applicants, together with the construction and operation of any facilities subject to the jurisdiction of the Commission necessary therefor, are required by the public convenience and necessity and certificates therefor should be issued as hereinafter ordered and conditioned.

(4) The respective Applicants are able and willing properly to do the acts and to perform the services proposed and to conform to the provisions of the Natural Gas Act and the requirements, rules and regulations of the Commission thereunder.

(5) The service to be abandoned by Sunray DX Oil Company as hereinbefore described and as more fully described in the application to abandon filed in Docket CI60-477, is subject to the jurisdiction of the Commission and the abandonment of such service by Sunray is subject to the requirements of Subsection (b) of section 7 of the Natural Gas Act.

¹ Formerly Coastal Gas Transmission Corp.

(6) Such abandonment by Sunray, as hereinbefore described, is permitted by the public convenience and necessity and permission and approval therefor should be granted as hereinafter ordered.

(7) The proceedings involved in Docket Nos. G-13265, G-19703, CI60-414, and CI61-289 should be severed from this consolidated proceeding for further consideration by the Commission and said Docket Nos. G-13265, G-19703, CI60-414, and CI61-289 should be re-consolidated with Area Rate Proceeding AR61-2.

(8) A request during the public hearing by staff counsel for omission of the intermediate decision procedure herein was unopposed by any party of record and, not having been denied by the Commission, is granted pursuant to § 1.30 (c) (1) of the Commission's rules of practice and procedure.

The Commission orders:

(A) Certificates of public convenience and necessity be and the same are hereby issued, except in Docket Nos. G-13265, G-19703, CI60-414, CI60-477, and CI61-289, upon the terms and conditions of this order, authorizing the sales by the respective Applicants herein of natural gas in interstate commerce for resale, together with the construction and operation of any facilities subject to the jurisdiction of the Commission necessary for such sales, all as hereinbefore described and as more fully described in the respective applications, amendments, supplements and exhibits in this consolidated proceeding.

(B) The certificates granted in paragraph (A) above are not transferable and shall be effective only so long as Applicants continue the acts or operations hereby authorized in accordance with the provisions of the Natural Gas Act and the applicable rules, regulations and orders of the Commission.

(C) The grant of the certificates issued in paragraph (A) above shall not be construed as a waiver of the requirements of section 4 of the Natural Gas Act or Part 154 or Part 157 of the Commission's regulations thereunder, and is without prejudice to any findings or orders which have been or may hereafter be made by the Commission in any proceeding now pending or hereafter instituted by or against the respective Applicants. Further, our action in this proceeding shall not foreclose nor prejudice any future proceedings or objections relating to the operation of any price or related provisions in the gas purchase contracts herein involved. Nor shall the grant of the certificates aforesaid for service to the particular customers involved imply approval of all of the terms of the respective contracts, particularly as to the cessation of service upon termination of said contracts, as provided by section 7(b) of the Natural Gas Act. Nor shall the grant of the certificates aforesaid be construed to preclude the imposition of any sanctions pursuant to the provisions of the Natural Gas Act for the unauthorized commencement of any sales of natural gas subject to said certificates. Further, the grant of the certificate to Cheyenne Oil Corporation of Delaware

(Operator), et al. in Docket No. G-16569 shall be subject to the additional condition that Cheyenne Oil shall refund to the persons entitled thereto, that portion of the prior effective rate and charge constituting the reimbursement for the additional tax of one cent per Mcf levied by the State of Louisiana pursuant to Act No. 8 (House Bill No. 303) if refunded by the State, and shall file an appropriate release from the buyer, Texas Gas Transmission Corporation, for such refunding.

(D) Permission for and approval of the abandonment by Sunray DX Oil Company for service to Socony Mobil Oil Company, Inc. as hereinbefore described and as more fully described in the application for permission to abandon in Docket No. CI60-477 be and the same is hereby granted.

(E) The proceedings involved in Docket Nos. G-13265, G-19703, CI60-414, and CI61-289 be and the same are hereby severed from this consolidated proceeding for further consideration by the Commission and said Docket Nos. G-13265, G-19703, CI60-414 and CI61-289 are hereby re-consolidated with Area Rate Proceeding AR61-2.

(F) The Notice of Cancellation of Sunray DX Oil Company FPC Gas Rate Schedule No. 200 is hereby accepted for filing to be effective on the date on which this order issues.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 62-9179; Filed, Sept. 13, 1962;
8:46 a.m.]

[Docket No. RI60-276]

TOWER OIL AND GAS COMPANY OF TEXAS

Order Making Partial Successor in Interest Co-Respondent, Requiring Successor Co-Respondent To File Agreement and Undertaking, and Redesignating Proceeding

SEPTEMBER 7, 1962.

J. Wes Johnson, d/b/a Tower Oil & Gas Company of Texas, Jeanne E. Kerbs (partial successor in interest to J. Wes Johnson, d/b/a Tower Oil and Gas Company of Texas, Docket No. RI60-276.)

On July 23, 1962, Jeanne E. Kerbs (Kerbs) filed a motion requesting to be substituted as a party to the rate suspension proceeding of J. Wes Johnson, d/b/a Tower Oil & Gas Company of Texas (Johnson) in Docket No. RI60-276. In support of her motion, Kerbs states that by assignment dated November 4, 1960, she acquired from Johnson the Tippet "A" Lease which is the property covered by her Rate Schedule No. 2.

The proceeding in Docket No. RI60-276 involves a proposed rate increase, from 11.0 cents to 17.2295 cents per Mcf, filed by Johnson on March 30, 1960, for sales of natural gas to El Paso Natural Gas Company from the Spraberry Field,

¹ This docket is also consolidated with the Area Rate Proceeding in Docket No. AR61-1.

Upton and Reagan Counties, Texas. Such filings were designated as Supplements Nos. 5, 6, and 2 to Johnson's FPC Gas Rate Schedules Nos. 1, 2, and 3, respectively, and were suspended by the Commission's order issued herein on April 20, 1960, until September 30, 1960, and thereafter until made effective in the manner prescribed by the Natural Gas Act. Motion pursuant to section 4(e) of the Natural Gas Act was filed by Johnson on December 29, 1960, and on March 9, 1961, the Commission issued its notice of effectiveness permitting Johnson's increased rate under the three supplements to become effective subject to refund as of December 29, 1960.

On June 13, 1962, the Commission advised Kerbs that Johnson's FPC Gas Rate Schedule No. 2 has been redesignated as Kerbs' FPC Gas Rate Schedule No. 2, as supplemented. Such rate schedule covers jurisdictional sales of natural gas to El Paso Natural Gas Company from certain acreage in the Spraberry Field Area, Upton County, Texas. Inasmuch as Kerbs acquired her interest therein prior to the date that the subject suspended rate in the above-entitled proceeding became effective subject to refund, Kerbs will be responsible for any money collected subject to refund in such proceeding pertaining to the assigned acreage.

The Commission finds: It is necessary and proper in carrying out the provisions of the Natural Gas Act that Jeanne E. Kerbs be joined as Co-Respondent with J. Wes Johnson, d/b/a Tower Oil & Gas Company of Texas, in the rate suspension proceeding in Docket No. RI60-276, that said proceeding be redesignated as hereinafter ordered, and that Kerbs be required to file an agreement and undertaking to assure refund of amounts found by the Commission not justified with respect to her acquired acreage.

The Commission orders:

(A) Kerbs is hereby joined as Co-Respondent with J. Wes Johnson, d/b/a Tower Oil & Gas Company of Texas, in the rate suspension proceeding in Docket No. RI60-276, and said proceeding is hereby redesignated as J. Wes Johnson, d/b/a Tower Oil & Gas Company of Texas and Jeanne Kerbs.

(B) The agreement and undertaking heretofore filed by Johnson on December 29, 1960, in the proceeding in Docket No. RI60-276, shall remain in full force and effect until discharged by the Commission, and shall assure refund of any excess charges which might be determined by a final order herein, with respect to the interests covered by Johnson's FPC Gas Rate Schedule Nos. 1 and 3, as supplemented.

(C) Kerbs shall file an agreement and undertaking within 30 days from the date of the issuance of this order to be effective as of December 29, 1960. Such instrument shall assure refund of any excess charges which might be determined by a final order to have accrued with respect to the aforementioned interest assigned to Kerbs. Unless notified to the contrary by the Secretary of the Commission within 30 days from the date of filing, such agreement and undertaking

ing shall be deemed to be satisfactory and to have been accepted for filing.

(D) Kerbs shall comply with the re-funding and reporting procedure required by the Natural Gas Act and section 154.102 of the Regulations thereunder. The agreement and undertaking shall remain in full force and effect until discharged by the Commission.

(E) This order is without prejudice to any findings and orders which have been or may hereafter be made by the Commission in Docket No. RI60-276 or any other proceeding now pending or hereafter instituted by or against Johnson or Kerbs.

By the Commission.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 62-9178; Filed, Sept. 13, 1962;
8:46 a.m.]

FEDERAL RESERVE SYSTEM

CONTINENTAL BANK AND TRUST COMPANY

Order Continuing Date for Show Cause Hearing

In the matter of The Continental Bank and Trust Company, Salt Lake City 10, Utah.

On June 28, 1961, the Board of Governors of the Federal Reserve System issued an Order (26 F.R. 6044) for a hearing (herein referred to as "Show Cause Hearing") to be held in connection with this matter for the purposes therein stated, and the Board's Order dated June 8, 1962 (27 F.R. 5679), provided that the hearing would be open to the public. The date for commencement of the Show Cause Hearing was continued by Orders of the Board dated August 21, 1961 (26 F.R. 7991), May 28, 1962 (27 F.R. 5357), and July 11, 1962 (27 F.R. 6764), for reasons therein stated, and is presently scheduled to commence on September 10, 1962.

There having been received by the Board from Counsel for Respondent, The Continental Bank and Trust Company, and Counsel for the Board a joint motion for continuance of the Show Cause Hearing requesting continuance for 60 days of the presently scheduled date for the commencement of such hearing, and the Board having considered the same,

It is hereby ordered,

(1) That the Show Cause Hearing in this matter scheduled to commence on September 10, 1962, shall be continued to commence at 10 a.m. on October 15, 1962, in the offices of the Salt Lake City, Utah, Branch of the Federal Reserve Bank of San Francisco, unless otherwise ordered by the Board or by the Hearing Examiner; and

(2) That a certified copy of this Order be forthwith served upon the Respondent by postage prepaid, registered mail, return receipt requested.

No. 179—6

Dated at Washington, D.C., this 7th day of September 1962.

By order of the Board of Governors.¹

[SEAL] MERRITT SHERMAN,
Secretary.

[F.R. Doc. 62-9180; Filed, Sept. 13, 1962;
8:46 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 811-1095]

ATLANTIC CAPITAL CORP.

Notice of Application for Order Declaring That Company Has Ceased To Be an Investment Company

SEPTEMBER 10, 1962.

Notice is hereby given that an application has been filed pursuant to section 8(f) of the Investment Company Act of 1940 ("Act"), for an order of the Commission declaring that Atlantic Capital Corporation, 744 Broad Street, Newark, New Jersey ("Applicant"), a management closed-end nondiversified company has ceased to be an investment company. All interested persons are referred to the application on file with the Commission for a complete statement of the facts which are summarized below.

Applicant represents that its outstanding securities are beneficially owned by eighteen persons, and that it is not making and does not presently propose to make a public offering of its securities. On July 19, 1962, Applicant's registration statement under the Securities Act of 1933 was withdrawn.

Section 8(f) of the Act provides, in pertinent part, that whenever the Commission upon application finds that a registered investment company has ceased to be an investment company, it shall so declare by order and upon the taking effect of such order, the registration of such Company shall cease to be in effect.

Section 3(c)(1) of the Act provides that any issuer whose outstanding securities are beneficially owned by not more than 100 persons and which is not making and does not presently propose to make a public offering of its securities is not an investment company within the meaning of the Act.

Notice is further given that any interested person may, not later than September 25, 1962, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a

¹ Voting for this action: Chairman Martin, and Governors Mills, Shepardson, and King. Absent and not voting: Governors Balderston and Mitchell. Governor Robertson took no part in the Board's consideration of this matter or in the Board's action of this date, having voluntarily withdrawn from participation in the matter for the reasons set forth in the Statement issued by him on June 30, 1959, and made a part of the record in these proceedings.

statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D.C. A copy of such request shall be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon Applicant. Proof of such service (by affidavit or in case of an attorney-at-law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application shall be issued upon request or upon the Commission's own motion.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 62-9185; Filed, Sept. 13, 1962;
8:46 a.m.]

[File No. 1-3445]

E. L. BRUCE CO.

Order Summarily Suspending Trading

SEPTEMBER 10, 1962.

The common stock, par value \$1, of E. L. Bruce Co. (Incorporated), being listed and registered on the American Stock Exchange, a national securities exchange; and

The Commission being of the opinion that the public interest requires the summary suspension of trading in such security on such Exchange and that such action is necessary and appropriate for the protection of investors; and

The Commission being of the opinion further that such suspension is necessary in order to prevent fraudulent, deceptive or manipulative acts or practices, with the result that it will be unlawful under section 15(c)(2) of the Securities Exchange Act of 1934 and the Commission's Rule 15c2-2 thereunder for any broker or dealer to make use of the mails or of any means or instrumentality of interstate commerce to effect any transaction in, or to induce or attempt to induce the purchase or sale of such security, otherwise than on a national securities exchange;

It is ordered, Pursuant to section 19 (a)(4) of the Securities Exchange Act of 1934 that trading in said security on the American Stock Exchange be summarily suspended in order to prevent fraudulent, deceptive or manipulative acts or practices, this order to be effective for a period of ten (10) days, September 11, 1962, through September 20, 1962, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 62-9186; Filed, Sept. 13, 1962;
8:47 a.m.]

PRECISION MICROWAVE CORP.

[File No. 1-4583]

Order Summarily Suspending Trading

SEPTEMBER 10, 1962.

The common stock, par value \$1.00, of Precision Microwave Corp., being listed and registered on the American Stock Exchange, a national securities exchange; and

The Commission being of the opinion that the public interest requires the summary suspension of trading in such security on such Exchange and that such action is necessary and appropriate for the protection of investors; and

The Commission being of the opinion further that such suspension is necessary in order to prevent fraudulent, deceptive or manipulative acts or practices, with the result that it will be unlawful under section 15(c)(2) of the Securities Exchange Act of 1934 and the Commission's Rule 15c2-2 thereunder for any broker or dealer to make use of the mails or of any means or instrumentality of interstate commerce to effect any transaction in, or to induce or attempt to induce the purchase or sale of such security, otherwise than on a national securities exchange;

It is ordered, Pursuant to section 19(a)(4) of the Securities Exchange Act of 1934 that trading in said security on the American Stock Exchange be summarily suspended in order to prevent fraudulent, deceptive or manipulative acts or practices, this order to be effective for a period of ten (10) days, September 11, 1962, through September 20, 1962, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.[F.R. Doc. 62-9187; Filed, Sept. 13, 1962;
8:47 a.m.]**INTERSTATE COMMERCE
COMMISSION**

[Notice 692]

**MOTOR CARRIER TRANSFER
PROCEEDINGS**

SEPTEMBER 11, 1962.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC 65223. By order of September 6, 1962, The Transfer Board ap-

proved the transfer to Barrett Mobile Home Transport, Inc., 1825 Main Avenue, Moorhead, Minn., of Certificate Nos. MC 116073 Sub 4, MC 116073 Sub 5, and MC 116073 Sub 8, issued October 30, 1961, July 27, 1961 and July 6, 1961, respectively, to John C. Barrett, doing business as Moorhead Phillips Service, 1825 Main Avenue, Moorhead, Minn., authorizing the transportation of: Mobile trailer homes, in initial movements, in truckaway service, from Ironwood, Mich., to points in Minnesota, North Dakota, South Dakota, and Montana; new and used mobile trailer homes, in secondary movements in truckaway service, between points in Minnesota and North Dakota, on the one hand, and, on the other, points in the United States on and west of the Mississippi River except Alaska and Hawaii; mobile trailer homes in initial movements, in truckaway service, from Britton, S. Dak., to points in Minnesota, Iowa, Missouri, Arkansas, Louisiana, North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, Texas, Montana, Wyoming, Colorado, New Mexico, Idaho, Utah, Arizona, Washington, Oregon, Nevada, and California, and trailers designed to be drawn by passenger automobiles, in initial movements, in truckaway service, from Red Lake Falls, Minn., to points in Alaska, Arizona, California, Colorado, Iowa, Idaho, Kansas, Montana, Nebraska, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Utah, Washington, and Wisconsin.

[SEAL]

HAROLD D. McCoy,
Secretary.[F.R. Doc. 62-9196; Filed, Sept. 13, 1962;
8:49 a.m.]**FOURTH SECTION APPLICATIONS
FOR RELIEF**

SEPTEMBER 11, 1962.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 37925: *Soda ash from Stauffer and Westvaco, Wyo.* Filed by Western Trunk Line Committee, Agent (No. A-2275), for interested rail carriers. Rates on soda ash (other than modified soda ash), in carloads, from Stauffer and Westvaco, Wyo., to specified points in Illinois.

Grounds for relief: Carrier competition.

Tariff: Supplement 25 to Western Trunk Line Committee tariff I.C.C. A-4411.

FSA No. 37926: *Chemicals from Brownsville, Tex., to Chicago Ill.* Filed by Southwestern Freight Bureau, Agent (No. B-8256), for interested rail carriers. Rates on methyl ethyl keton, acetic acid, acetic anhydride, and lacquer solvents, in tank-car loads, from Brownsville, Tex., to Chicago, Ill. (applicable only for deliveries on railroad tracks serving the Lake River Terminals at Crawford, Ill.,

or Union Carbide Chemicals Co., at Whiting, Ind.).

Grounds for relief: Market competition.

Tariff: Supplement 109 to Southwestern Freight Bureau tariff I.C.C. 4370.

FSA No. 37927: *Chemicals from Freeport, Tex., to Chicago, Ill.* Filed by Southwestern Freight Bureau, Agent (No. B-8254), for interested rail carriers. Rates on ethyl acrylate, methyl acrylate and methyl methacrylate, in tank-car loads, from Freeport, Tex., to Chicago, Ill. (applicable only for deliveries on railroad tracks serving the General American Tank Storage Terminals at Argo, Ill.).

Grounds for relief: Market competition.

Tariff: Supplement 109 to Southwestern Freight Bureau tariff I.C.C. 4370.

FSA No. 37929: *Class and commodity rates from and to Stone, S.C.* Filed by O. W. South, Jr., Agent (No. A4235), for interested rail carriers. Rates on various commodities moving on class and commodity rates, in carloads and less-than-carloads, from and to Stone, S.C., on the one hand, and points in the United States and Canada, on the other.

Grounds for relief: New station and grouping.

FSA No. 37930: *Joint motor-rail rates from and to southwestern territory.* Filed by Eastern Central Motor Carriers Association, Inc., Agent (No. 215), for interested carriers. Rates on commodities moving on class and commodity rates, loaded in highway trailers of the motor carriers over the highways, thence transported on railroad flatcars of the railroad, between points in southwestern territory, on the one hand, and points in middle Atlantic and New England territories on the other.

Grounds for relief: Motor-truck competition.

Tariffs: 7th revised page 89-A to Eastern Central Motor Carriers Association tariff M.F.-I.C.C. A-171, and 15th revised page 480, 2d revised page 483 and 6th revised page 484 to Eastern Central Motor Carriers Association tariff M.F.-I.C.C. A-194.

FSA No. 37931: *Substituted service-MP & T&P for Jones Truck Lines, Inc.* Filed by J. D. Huggett, Agent (No. 41), for interested carriers. Rates on property loaded in highway trailers and transported on railroad flatcars, between Ft. Worth, Tex., on the one hand, and Little Rock, Ark., and Memphis, Tenn., on the other, on traffic originating at or destined to such points or points beyond as described in the application.

Grounds for relief: Motor-truck competition.

Tariff: Supplement 7 to J. D. Huggett, Agent, tariff M.F.-I.C.C. 351.

FSA No. 37932: *Brick and related articles from Pinney, Iowa.* Filed by Western Trunk Line Committee, Agent (No. A-2276), for interested rail carriers. Rates on brick and related articles, as described in the application, in carloads; also returned shipments of brick and related articles, in carloads, from original destination to original point of shipment, from Pinney, Iowa, to points in western trunkline and southern terri-

teries, and from such points in western trunkline and southern territories to Pinney, Iowa, on returned shipments.

Grounds for relief: Market competition, short-line distance formula and grouping.

Tariffs: Supplements 65 and 4 to Western Trunk Line Committee tariffs I.C.C. A-4338 and A-4449, respectively.

FSA No. 37933: *Clay from points in southern territory*. Filed by O. W. South, Jr., Agent (No. A4234), for interested rail carriers. Rates on clay, kaolin and pyrophyllite, as described in the application, in carloads, from producing points in Alabama (Hackleburg only), Florida, Georgia, North Carolina, and South Carolina, to points in western trunkline territory on the lines of the CB&Q and MP.

Grounds for relief: Short-line distance formula and grouping.

Tariff: Supplement 124 to Southern Freight Association tariff I.C.C. S-40.

AGGREGATE-OF-INTERMEDIATES

FSA No. 37924: *Passenger fares in eastern territory*. Filed by A. J. Winkler, Agent (No. A-12), for interested rail carriers. Relating to fares for the transportation of passengers, between points on the lines of applicant carriers and between such points on the one hand, and points on the lines of connecting carriers, on the other.

Grounds for relief: Establishment of new fares by applicant carriers and maintenance of present fares by connecting carriers.

Tariff: A. J. Winkler, Agent, tariff I.C.C. 208.

FSA No. 37928: *Chemicals from Freeport, Tex., to Chicago, Ill.* Filed by

Southwestern Freight Bureau, Agent (No. B-8253), for interested rail carriers. Rates on ethyl acrylate, methyl acrylate and methyl methacrylate, in tank-car loads, from Freeport, Tex., to Chicago, Ill. (applicable only for deliveries on railroad tracks serving the General American Tank Storage Terminals at Argo, Ill.).

Grounds for relief: Maintenance of depressed rates published to meet market competition, without use of such rates as factors in constructing combination rates.

Tariff: Supplement 109 to Southwestern Freight Bureau tariff I.C.C. 4370.

By the Commission.

[SEAL]

HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 62-9197; Filed, Sept. 13, 1962; 8:49 a.m.]

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Checklist**CFR SUPPLEMENTS**

(As of January 1, 1962)

Title 3, 1954-1958 Compilation (\$4.00); 1961 Supplement to Title 3 (\$0.60); Titles 1-4 (\$1.00); Title 5 (\$0.50); Title 6 (\$2.00); Title 7, Parts 1-50 (\$0.65); Parts 51-52 (\$0.70); Parts 53-209 (\$0.60); Parts 210-399 (\$0.40); Parts 400-899 (\$2.50); Parts 900-944 (Revised) (\$1.00); Parts 945-980 (Revised) (\$1.00); Parts 981-999 (Revised) (\$0.55); Parts 1000-1029 (Revised) (\$1.00); Parts 1030-1059 (Revised) (\$1.50); Parts 1060-1089 (Revised) (\$1.00); Parts 1090-1119 (Revised) (\$1.25); Parts 1120 to end (Revised) (\$1.00); Title 8 (\$0.50); Title 9 (\$0.65); Titles 10-13 (\$1.25); Title 14, Parts 1-19 (Revised) (\$2.50); Parts 20-199 (Revised) (\$1.75); Parts 200-399 (Revised) (\$1.00); Parts 400-599 (Revised) (\$0.65); Parts 600 to end (Revised) (\$0.70); Title 15 (\$1.25); Title 16 (\$0.45); Title 17 (\$1.00); Title 18 (\$0.35); Title 19 (\$0.35); Title 20 (\$0.40); Title 21 (\$2.25); Titles 22-23 (\$0.55); Title 24 (Revised) (\$3.00); Title 25 (\$0.50); Title 26, Part 1 (\$1.40-1.400) (\$0.40); Part 1 (\$1.401-1.860) (\$0.55); Part 1 (\$1.861 to end) to Part 19 (\$0.30); Parts 20-29 (\$0.30); Parts 30-39 (\$0.30); Parts 40-169 (\$0.50); Parts 170-299 (\$0.50); Parts 300-499 (\$0.35); Parts 500-599 (\$0.30); Parts 600 to end (\$0.30); Title 27 (\$0.30); Titles 28-29 (\$2.25); Titles 30-31 (\$1.00); Title 32, Parts 1-39 (\$0.50); Parts 40-399 (\$0.40); Parts 400-589 (Revised) (\$3.50); Parts 590-699 (Revised) (\$4.25); Parts 700-799 (Revised) (\$5.00); Parts 800-999 (\$0.50); Parts 1000-1099 (\$1.75); Parts 1100 to end (Revised) (\$4.50); Title 32A (\$0.75); Titles 33-34 (Revised) (\$8.25); Title 35 (\$0.30); Title 36 (\$0.35); Title 37 (\$0.30); Title 38 (\$1.25); Title 39 (Revised) (\$5.25); Titles 40-41 (Revised) (\$1.75); Title 42 (\$0.40); Title 43 (\$1.25); Title 44 (\$0.30); Title 45 (\$0.45); Title 46, Parts 1-145 (\$1.50); Parts 146-149 (1962 Supplement 1) (\$1.50); Parts 150 to end (\$1.25); Title 47, Parts 1-29 (\$1.50); Parts 30 to end (\$0.40); Title 49, Parts 1-70 (\$1.00); Parts 71-90 (\$1.25); Parts 91-164 (\$0.55); Parts 165 to end (\$0.30); Title 50 (\$0.40); General Index (\$1.25)

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